



BIRD'S-EYE VIEW OF LOWELL.

Lowell
LOWELL

Chelmsford, Graniteville, Forge Village, Dracut, Collinsville,

OF

TO=DAY.

THEIR

COMMERCE, TRADE AND INDUSTRIES,

DESCRIPTIVE AND HISTORICAL.

LOWELL DAILY CITIZEN,
1893.

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30-31 0'00.

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PRESS OF  
LOWELL DAILY CITIZEN,  
LOWELL, MASS.  
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(98)

LOWELL AND VICINITY OF TO-DAY.

THE FOUNDING.

AT the beginning of the present century, East Chelmsford was a hamlet with a tavern, where the men and beasts that passed over the highways leading from Vermont and New Hampshire to Boston and Salem, found rest and refreshment.

The Merrimack and Concord rivers ran "unfettered to the sea," and the memory of the red man was still fresh in the minds of the hardy settlers who had wrested the land from his barbarous possession.

Eight years before, "the Proprietors of the Locks and Canals on Merrimack River" had been incorporated, and had built the Pawtucket canal from above Pawtucket Falls to the Concord River. Through this canal, the boats which came down the Merrimack passed to Newburyport and the sea, and the lumbermen no longer dreaded the turbulent waters of the rapids which had made their occupation so full of danger.

In twenty years the hamlet had become a village of two hundred and fifty inhabitants, and it boasted among other industrial advantages a cotton mill at Pawtucket Falls, the Whipple Powder Mills, a flannel mill, several grist and saw mills, and a water highway to Boston Harbor.

The Middlesex Canal was projected in 1793 and was completed in 1804. Its original cost was \$500,000, but its stockholders paid in assessments, \$600,000 before they realized any dividend.

The canal ran from a point about a mile above Pawtucket Falls, to Charlestown. The initial expense was so great that the stockholders received no benefit; but there is every reason to believe that the canal would, in time, have become a source of profit.

Fisher & Ames built a dam at Massic Falls on the Concord River, about 1820, and used the water to operate their forging mills. Moses Whipple had amassed a fortune in the manufacture of gunpowder and built the Whipple Canal, which was afterwards extended and called the Wamesit Canal.

But the creative hand of enterprise had not touched the mighty force of the noble Merrimack; nor had it even entered the minds of the simple villagers that their fields and pastures were soon to become the site of a great and throbbing city.

To Francis Cabot Lowell, more than to any other man, is New England indebted for the cotton industries which form such an important factor in its commercial prestige. With Patrick T. Jackson he, in 1813, purchased a water power in Waltham, and secured an act of incorporation. In this enterprise they were joined by Nathan Appleton.

One of their first acts was to secure the services of Paul Moody, a clever mechanic of Amesbury.

Mr. Lowell, having obtained all possible information regarding the power loom, then being introduced in England, built an improvement on that great invention, which was adopted in the Waltham Mill. Other improvements were made by Messrs. Lowell and Moody, and it was the latter who simplified the spinning process by spinning the filling directly on the cops without the process of winding.

While devoting his inventive skill to the perfecting of machinery, Mr. Lowell gave considerable thought to the improvement of those he employed. He had seen the degraded state of the operatives in England, and his chief endeavor, next after the fitting of his mill, was to ensure such domestic comforts and restrictions as would warrant the parents of New England in letting their daughters enter his employment. He provided boarding houses conducted by reputable women, furnished opportunities for religious worship, and established rules which were a safeguard against the evils which assail the young who are beyond parental supervision.

Mr. Lowell died in 1817, at the early age of 42.

The Waltham Mill was a success. Mr. Appleton thought there was no reason why they should not manufacture and print calicoes in America. Mr. Jackson

admitted that the operations were feasible; so the directors of the Waltham company began to look for a new water power. They went to the Falls of the Souhegan, but did not find them satisfactory.

It was Ezra Worthen of Salisbury who suggested to Mr. Moody that they buy the Pawtucket Canal, and acting upon his advice, Jackson and Appleton, with Kirk Boott, set about the purchase. They shrewdly

their bargain, as well they might have been; and somebody made the remark that it was quite possible they would live to see the place contain twenty thousand inhabitants.

The articles of association were drawn up on the 1st of December, 1821. They described the association as the Merrimack Manufacturing Company, with a capital stock of \$600,000, divided into six hundred shares. The



NEW CITY HALL.

secured the services of Thomas Clark, the agent of the canal company, through whom they were enabled to secure stock and land. They did not pay any more than they could help, and land that was bought at \$200 an acre was sold by them at from twelve cents to one dollar a foot, a year later.

In November, 1821, Jackson, Appleton, Kirk Boott, J. W. Boott, Moody and Warren Dutton visited the site of the future Lowell. They were mightily pleased with

amount of assessments was limited to \$1,000, and Kirk Boott was engaged as treasurer and agent for five years, at a salary of \$3,000 a year.

The Company was incorporated February 5, 1822, and the following directors were chosen: Warren Dutton, Patrick T. Jackson, Nathan Appleton, William Appleton, Israel Thorndike, Jr., John W. Boott; Kirk Boott, treasurer and clerk.

Everything was now in readiness for the new epoch.

Kirk Boott was a man of decided and somewhat imperious manner. He had fought with Wellington on the Peninsula, although a native of Boston, and his military training, while it fitted him for the work he was selected to accomplish, made him exacting and arbitrary. But he enjoyed the full confidence of his associates, and the moment he was invested with authority, that moment he touched the lever which set in motion the progress which developed a great city.

The Merrimack Company paid \$48,556 for the rights in the Pawtucket Canal and for the land along its banks.

In the spring of 1822, work was begun. The canal was widened and deepened at a cost of \$160,000; the foundation of the mills was laid; a house for Mr. Boott was built as also were the boarding houses.

The first wheel of the Merrimack Company was started on the 1st of September, 1823, and three additional mills were built. The first dividend of \$100 a share was paid in 1825.

In 1824, St. Anne's church was built and Theodore Edson installed as pastor.

In 1825, five hundred dollars were appropriated for a library. The directors of the company never for a moment lost sight of the philanthropic design of Mr. Lowell, and the greatest care was taken to secure the comfort and happiness of the operatives. And they were very comfortable and very happy, despite the fact that they labored fourteen hours a day.

In 1826 Mr. John D. Prince came from England and took charge of the calico printing, and it was his skill and executive ability that established the reputation and standing of the Merrimack prints, now so famous.

Thus did the Merrimack Company become the parent of all the industries that followed it. It is now in its sixty-sixth year, and what a family has been gathered about it! What activity, what energy, and what enterprise! "The speculation of the merchants of Boston," as Chevalier called it, has been a profitable one; it has benefitted not only the inventors, but the thousands who have come to operate its machinery and conduct its

rapidly increasing business. Prosperity and peace have been its privileges, and they have come with a quiet modesty which contrasts very strongly with the blare and rumpus of the booming so characteristic of some breezy sections. They were conservative men who worked such radical changes in the industrial character of New England and of Lowell, and while the progress is still directed with a liberal resolve, the guiding principle is a conservative one.

In October, 1824, the Merrimack Company increased its capital to \$1,200,000 and sold all its rights in the Pawtucket Canal, together with the land, to the Proprietors of the Locks and Canals, who were authorized to purchase, hold, lease or sell land and water power to the amount of \$600,000. Mr. Boott was the first agent of the canal company. He was succeeded by Joseph Tilden and Patrick T. Jackson, and in 1845 James B. Francis was appointed to that position.

Mr. Francis came to this country from England when a lad of 18. He was the son of a civil engineer and was so fortunate as to find employment upon his arrival in America under George Whistler, the eminent engineer. When Whistler came to Lowell to take charge of the Machine Shop, Mr. Francis came with him and was, in 1837, appointed chief engineer for the canal company. In 1846 he projected and built the Northern canal, a monument to hydraulic ingenuity and skill as imperishable as the reputation of him who built it. He also designed the guard locks, which stand an impregnable barrier between the city and the flood.

When we have said that the enterprise of Appleton, Boott and Jackson was followed by the speedy incorporation of the Hamilton, the Appleton, the Lowell, the Middlesex, the Suffolk, the Tremont, the Lawrence, the Bleachery, the Boott and the Massachusetts companies in their order, we have said all that need be said in justification of the wisdom that prompted the selection of the hamlet of East Chelmsford as the place of an industry which has enriched so many and kept so many more in the comforts of plenty.

LOWELL IN 1870.

UNTIL 1836 Lowell was still a town, but that year it acquired the right and title to municipal privileges. Its progress had been phenomenal. In ten years it developed beyond the expectations of its founders. Its mills were running at a profit, and its goods had acquired a reputation which made the demand greater than the capacity for production.

The companies increased their works and the best

cotton mills of Lowell suffered with the other industries of the country. The companies had scarcely recovered from the effects of the panic when the war broke out. With a singular lack of foresight, many of the companies discharged their help and sold their cotton. When peace was declared business was resumed and has been continued with remarkable steadiness ever since.

For purpose of comparison we will endeavor briefly



MEMORIAL BUILDING.

and the steadiest of New England's men and women came here to earn a livelihood. It was these pioneers of the cotton industry that established the standard of intelligent labor in Lowell that not even the fell tide of immigration has been able to overthrow. There is nowhere in the United States a class of labor so intelligent and so reliable as that which toils in Lowell.

All went swimmingly until the panic of 1857. The

to show what Lowell was in 1870. It had a population of 40,928. Its area was 3838 acres and it had 50 miles of streets. It had 5421 houses and its total valuation was \$25,922,488. It had $\frac{631}{1000}$ of street railway tracks and its polls were 8577.

There were but fifteen manufacturing corporations in Lowell in 1870. These were the Machine Shop, Wamesit Steam Mill, Appleton, Boott, Hamilton, Lawrence,

Lowell, Massachusetts, Merrimack, Middlesex, Suffolk, Tremont, Belvidere Woolen Mills, Bleachery and the Lowell Hosiery. To these may be added the Wamesit Power Company, the Proprietors of the Locks and Canals, the Lowell Gas Light company, the Boston & Lowell, Lowell & Nashua and Lowell & Lawrence railroads,

twenty-two in all. The total valuation of these corporations was \$12,262,219.

There were published at that time two daily papers, the *Citizen* and the *Courier*, and the *Vox Populi* was issued semi-weekly.

LOWELL IN 1893.

THE Lowell of 1893, with a population of 87,000, stands 37th in the list of important cities in the United States, and its right to be known as the "Manchester of America" there is none to dispute. Its area has been five times increased by annexation, and it still remains the most condensed municipal community in New England. In 1834, that quarter known as Belvidere was annexed from Tewksbury; in 1851, Centralville was annexed from Dracut; in 1874, Middlesex Village and a portion of Dracut were annexed. In 1879, 395 acres were annexed from Dracut, and in 1888 192 acres were annexed from Tewksbury. The annexation of 1879 was largely one of sentiment. It was found after the annexation of 1874 that four families living in Dracut, quite near the Tyngsborough line, were deprived of school advantages, and that the children might receive an education, the city annexed the additional territory.

The total area of Lowell is now 7932 acres or $12\frac{14}{100}$ square miles. Its congested character is shown in the following table based upon the census of 1885:

	POPULATION.				ACRES.			
Worcester	-	-	-	68,389	-	-	22,500	
Springfield	-	-	-	37,575	-	-	20,817	
Haverhill	-	-	-	21,795	-	-	15,200	
Gloucester	-	-	-	21,703	-	-	14,000	
Fall River	-	-	-	56,870	-	-	14,749	
Taunton	-	-	-	23,674	-	-	33,200	
Holyoke	-	-	-	27,895	-	-	10,038	
New Bedford	-	-	-	33,393	-	-	11,113	

In 1890, Lowell had 11,200 dwellings and its valuation was \$62,046,799, an increase of \$36,074,311 over that of 1870. Its polls were 19,833, and the length of its accepted streets 104 miles, $8\frac{97}{100}$ miles of which are paved with granite. It has of well built sewers $55\frac{87}{100}$ miles. Its water works are the finest in New England, and its gas is the cheapest furnished by any city in the East.

It has now forty incorporated companies engaged in manufactures of various kinds and its railroad facilities

are of an exceptionally convenient character. The Lowell and Suburban Street Railway Company has over 52 miles of track and the company contemplates many changes in the immediate future that will greatly benefit the community.

The total valuation of the incorporated companies is \$26,224,115.

There are employed in the mills and workshops 31,120 persons, divided as follows:

Textile	.	-	-	-	-	-	-	-	24,172
Machinery	-	-	-	-	-	-	-	-	2,838
Wood	-	-	-	-	-	-	-	-	1,050
Leather	-	-	-	-	-	-	-	-	560
Cartridges, Paper, Etc., Etc.,	-	-	-	-	-	-	-	-	2,500
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									31,120

Fully 20,000 persons are employed in professions, domestic duties, trade and business other than manufacturing. And it will be readily admitted that Lowell has an industrial population. Almost fifty-three per cent. of the entire population is in active employment.

The character of the population is made manifest in a most creditable manner in the statistics we give elsewhere of the savings banks, and to say nothing of the churches and theatres, which exercise a moral influence on the community. Here we have neither riots nor strikes. There is little or no vagabond element, nor is there any of those socialistic agitations which so frequently disturb the prosperity of manufacturing communities.

The 11,200 dwellings show that a large proportion of the wage earners are housed in their own homes, and in no other manufacturing community is the number of homes thus owned so great.

The city enjoys an exceptional system of water works, introduced and perfected at a cost of over \$4,000,000. Its police and fire departments are adequate; its schools numerous and well provided; it has an efficient board

of health, and a free public library of 45,000 volumes. There was appropriated for the current municipal expenses of the year 1893, \$1,013,100.

The clearing house returns show business transactions, aside from those of the large corporations, amounting to about \$50,000,000 the past year.

The number of industries has been greatly increased and diversified within the past ten years, and fortunes

The city maintains the Rogers Fort Hill Park, elevated two hundred feet above the level of the city, two spacious commons and two small parks. It has just completed a magnificent boulevard, two miles long, on the northerly bank of the Merrimack River. This delightful driveway of our city will ere long, it is said, be connected by a bridge with the charming Town of Tyngsboro.



CENTRAL STREET.

have been made in the transfers of valuable real estate.

There is now in course of construction a federal building for the accommodation of the post office, at a cost of \$250,000. This building has been under way the past two years, and its completion has been long delayed. It has a commanding position, and will, when complete, be one of Lowell's most substantial structures.

That the spirit of enterprise is rife among our men of business may be seen in what is published elsewhere in this work, regarding street railways, the erection of buildings and the offers that are made of sites for new industries. This spirit is stimulated by the Board of Trade and the Master Builders' exchange, and by various syndicates and individuals.

PUBLIC BUILDINGS.

THE new city hall is a magnificent structure of Conway granite, three stories with a spacious basement, and decorated with a tower one hundred and eighty feet high. The building contains handsome chambers for the city council and school board, and offices for the heads of all departments. It was designed by Merrill & Cutler and its cost is about \$350,000.

The City Library in the Memorial Building is an ornate structure and in every way worthy its high memorial character. It is built of Conway granite and has a central tower. Here the library has ample and fire-proof accommodations.

Both these buildings are located on a large triangular lot at the junction of Merrimack and Moody streets.

Through the efforts of the Hon. Chas. H. Allen, then representing the Seventh district, Congress in 1889 made an appropriation of \$200,000 for a federal building to be erected in Lowell. The government was given the site at the corner of Appleton and Gorham streets, formerly occupied by St. Peter's church. Plans have been prepared and the contracts awarded, and work is now well under way. The building is classical in design and will be a decided ornament to the city.

When the military companies were deprived by fire of their armory in Middle street, the state commissioners secured a lot of land on Westford street and erected thereon the present imposing structure. It has a castellated facade and is a model of military convenience. Its commanding position makes it a landmark for many sections of the city. It was built at a cost of \$90,000.

The new High School Building, just completed on the site of the old building, is in every respect a model institution, and architecturally a credit to both its designer and the city.

The city owns many handsome school buildings, among which is the new Moody School Building in Belvidere.

The Central Fire Station in Palmer street is an unusually fine building, and the stations in various parts of the city are substantially built of brick and stone.

The County Jail on Thorndike street is a large double-towered building of gray granite, conspicuous for its architectural grace as it is for its evident strength.

The buildings at the city farm are plain and substantial and are of quite recent construction.

PRIVATE BUILDINGS.

WITHIN the last fifteen years there have been many changes for the better in the character and design of our business blocks. The Masonic temple, built by the late Hocum Hosford, was the pioneer of private enterprise in that direction. The Five Cent Savings Bank is established in an elegant marble building. The Hildreth Building, in which the Post Office is located, and the Central Block, built by the Tyler heirs, are perhaps the two most completely equipped and largest business blocks in the city. The Runels Block, at the corner of Bridge and Merrimack Streets, and the Howe Block on the opposite corner rival these, both in their architectural features and interior arrangements.

The Odd Fellows Building is of modern design and development. The Hoyt and Shedd Building, the Appleton Bank Building, the First National Bank Building, the Old Lowell Bank Building, the Mansur Block, the Ingham Block, the new Associate Building, F. G. Mitchell

& Co.'s Building, the Stott Block, the St. Charles Hotel, the Merrimack House, the American House, the Richardson Block, the St. Cloud Hotel, the Glidden Block, the Swan Building, the Spalding Building, the Fiske Building, the Cook & Taylor Block, the Hosford Building, Wyman's Exchange, are only a few of the many costly buildings devoted to business.

There are some notable residences in Lowell. That of the late Gen. Butler in Belvidere is a substantial house such as was built by country gentlemen fifty years ago. The Nesmith Mansion, the Fellows House and the Hovey House are buildings of similar character. On the hill are the stone residences of the Hon. A. P. Bonney and Frederick Faulkner. The residences of the Hon. F. W. Howe, Thos. Carolin, A. G. Pollard, A. G. Cumnock, Mrs. T. G. Tweed, Dr. H. P. Jefferson, F. P. Putnam, the Hon. Charles A. Stott, Mrs. William A. Burke, W. S. Lamson, W. H. Anderson, and F. B. Shedd, are types

in the Belvidere district. In the Highlands, there is the Mansion of the Hon. W. E. Livingstone, and a host of more modern dwellings of which those of Ex-Mayor Fifield, W. A. Ingham, the Hon. John J. Donovan, David Horne, C. W. Wilder, Col. J. W. Bennett, Mrs. Sidney Spalding, C. E. Adams and C. J. Glidden are characteristic specimens.

In Ward Five there are many fine residences. Among them those of Mrs. James Minter, Frederick Ayer, the Hon. C. H. Allen, Mrs Robert H. Butcher, Jacob Rogers,

Sewall G. Mack, H. M. Thompson, A. A. Coburn, H. C. Perham and Thomas Stott.

In Centralville there are the Parker, the Read and the Hildreth Mansions, the Barker residence and the residences of Major E. T. Rowell, John H. McAlvin, Harry R. Raynes and Mrs. A. H. Boardman.

In every district and on every hand the houses, if not distinctive of great wealth, are eloquent of comfort and good taste. Ward Four people have been especially active in building operations the past few years.



NEW NORTHERN DEPOT.

WATERWAYS AND CANALS.

LOWELL is bountifully supplied with water. The Merrimack River, which rises in the White Mountains, also drains Lake Winnepesaukee, a body of water covering seventy square miles. This majestic stream flows in a sinuous course of nearly six miles through the city, and affords a force equivalent to 10,000 horse power. Its average width is 600 feet.

The Concord River flows two and a quarter miles within the city boundaries, and joins the Merrimack at a point one mile and a fraction from the Dracut boundary line. Its average width is 200 feet, and it supplies 500 horse power.

River Meadow Brook is two and a quarter miles long and flows into the Concord River. It serves numerous industries with a 50 horse power.

Stony Brook flows through Forge Village, Graniteville and Chelmsford into the Merrimack a quarter of a mile above the city line. It furnishes 50 horse power.

Beaver Brook rises in Windham, and furnishes power for two mills in Dracut before it empties into the Merrimack at the city boundaries.

The system of canals by which the waters of the Merrimack are conveyed to the mills, is over five miles in length.

The following table shows the exact length of the waterways within the city limits:

	FEET.
Merrimack River - - - - -	31,250
Concord River - - - - -	12,750
River Meadow Brook - - - - -	12,000
Beaver Brook - - - - -	2,600
Northern Canal - - - - -	4,373
Western Canal - - - - -	4,472
Tremont Canal - - - - -	575
Moody Street Feeder - - - - -	1,375
Pawtucket Canal - - - - -	9 188
Merrimack Canal - - - - -	2,586
Hamilton Canal - - - - -	1 770
Eastern Canal - - - - -	1,913
Boott Penstock - - - - -	235
Total - - - - -	85,087

Total length, sixteen miles six hundred and seven feet.

There are three other brooks of variant character which are not included in the above list.

The canals and rivers divide the city into seven islands, six of which are thickly populated.

The Pawtucket Canal was originally built in 1796 for the purpose of making the river navigable for boats, rafts and masts. In 1822 Nathan Appleton, Patrick T. Jackson, Kirk Boott and others bought the Pawtucket Canal and directed its waters to manufacturing purposes. They built the Pawtucket Dam, widened the canal to sixty feet and built the Merrimack Canal. In 1825 the Proprietors of the Locks and Canals were incorporated and secured by charter all rights in the waters of the Merrimack for manufacturing purposes. Mr. James B. Francis after eleven years of service as engineer, was appointed agent in 1845, and remained at the head of the company's affairs until 1885, when he accepted the honor of consulting engineer and retired. He was succeeded by his son, Col. James Francis.

The Merrimack Canal was completed in 1823; the Western Canal in 1831, and the Eastern Canal in 1835. They were originally fed by the Pawtucket Canal. The first supplies power to the Machine Shop, Lowell, Merrimack and Sherman's Grist Mills; the second supplies power to the Tremont, Lawrence and Merrimack Mills, and the last supplies the Prescott, Massachusetts and Boott Mills.

The Northern Canal was built in 1847-48, under the direction of Mr. James B. Francis. The massive parapet of masonry which extends along the south shore of the river, holds the waters of the canal fifty feet above the

river bed, and is a triumph of engineering skill. It is connected with the Western, Merrimack and Eastern Canals.

The Wamesit Canal was built in 1846, and carries the waters of the Concord to a number of mills. It supplies 500 horse power.

Where there is so much water in natural and artificial channels, there must of necessity be many bridges.

There are 209 bridges in Lowell, 100 of which are on public thoroughfares.

The bridges crossing the Merrimack are substantial structures. The present Pawtucket bridge was built in 1871; the Aiken Street Bridge in 1883; and the present Central Bridge in the same year. All three are iron bridges.

According to the census of 1890, Lowell had a population of 77,696.

This is an increase of 13,589 over the census of 1885, the figures of which were 64,107.

Here is an increase of 21 per cent. in five years.

Two years have elapsed since the census of 1890 was taken. Admitted that the percentage of the preceding five years was maintained in the two years which have elapsed since the last census was taken, and we should have in the vicinity of 90,000 people in our midst.

Lowell has an area of only 7,932 acres.

Worcester has an area of 22,809 acres and a population by the last census of 84,655.

If Lowell covered as much territory as Worcester does it would embrace the villages of North and West Chelmsford, Chelmsford Centre, North Billerica, the most populous section of Dracut and portions of Tyngsboro and Tewksbury.

The business of the city represents in actual figures not less than 150,000 people. It is the market place of Billerica, Carlisle, Chelmsford, Westford, Dunstable, Tyngsboro, Littleton, Acton, a portion of Pelham, N. H., Dracut, Tewksbury and a large section of Andover.

According to the census of 1880, 52 per cent. of the entire population was in active employment. The statistics showing the industry of the people are not yet tabulated for the returns of 1892, but it is safe to assume that the commendable percentage will not be lessened.

It is interesting to see in what degree the people were employed under the census of 1885.

THE TRADERS NATIONAL BANK.—The new banking rooms of the Traders National Bank were occupied January 4, 1893. The entrance is of quartered oak, finely carved, and the floor of mosaic with the name of the bank in red letters. The spacious banking room is decorated with decorative work. The room is lighted by sixty-eight incandescent lights arranged in groups of six along the beams of the ceiling. Each group is controlled by a separate switch so that any one or all parts of the room can be lighted at will. The President's room is plainly



TRADERS NATIONAL BANK.

has a vestibule with mosaic floor and the finish is of Mexican mahogany. The counter is semi-circular in shape and is fitted with a grill of curiously wrought Japanese bronze. The ceiling is the finest piece of work of its kind in the city. More than 5,000 distinct blocks were used in the

but substantially furnished and is situated conveniently for those who desire to consult him. The safe or vault is practically fire and burglar proof. The door weighs four tons. The position of the bank on a corner lot admits of it being well lighted.

The Traders National Bank

OF LOWELL.

Nos. 8 and 10 Middlesex Street.

Capital, - - - \$200,000.

~ DIRECTORS. ~

JOHN C. BURKE,	WILLIAM F. HILLS,
MICHAEL CORBETT,	EUGENE S. HYLAN,
SOLOMON K. DEXTER,	JAMES H. MILLS,
CHAS. J. GLIDDEN,	ASA C. RUSSELL,
OTHELLO O. GREENWOOD,	ROBERT SIMPSON,
JESSE N. TRULL.	

CHAS. J. GLIDDEN, President.

CHAS. A. GRANT, Notary Public.

EUGENE S. HYLAN, Vice-President.

FREDERIC A. HOLDEN, Teller.

WM. F. HILLS, Cashier.

AMOS F. HILL, Assistant Teller.

CHAS. F. GRAHAM, Clerk.

DAVID F. FRAWLEY, Janitor.

HUGH GREEN, Watchman.

BANKING HOURS, 8 A. M. to 4 P. M. SATURDAY, 8 A. M. to 1 P. M.

DISCOUNT DAILY.

SAVINGS DEPARTMENT.

Open same hours as above, and SATURDAY EVENINGS 7 to 9. Money deposited the first three days of any month will draw interest from the first day of that month at the rate of 4 per cent. per annum, compounding twice each year. The amount of money that any one person may deposit is not limited except by special action of the Directors. For rules and regulations see Pass Books.

SAFETY DEPOSIT BOXES FOR RENT, \$5 TO \$25 PER ANNUM, ACCORDING TO SIZE.

W. F. HILLS, Commissioner to Qualify Civil Officers.



LONG DISTANCE TELEPHONE CALL No. 550.



APPLETON NATIONAL BANK.

APPLETON NATIONAL BANK

No. 6 Appleton Block, Central Street.

 CAPITAL, = = = \$300,000. 

J. F. KIMBALL, President.

E. K. PERLEY, Cashier.

FRED H. ELA, Teller.

GEORGE E. KING, M. T. PEIRCE, FRED N. MORSE, *Clerks.*

DIRECTORS.

H. H. WILDER,
J. F. KIMBALL,
ADDISON PUTNAM,

WM. E. LIVINGSTON,
FRED. A. BUTTRICK,
GEO. O. WHITING,

J. W. C. PICKERING,
GEO. W. FIFIELD,
HENRY M. KNOWLES.

*Annual Meeting, second Tuesday in January. Dividends, first Mondays of January, April, July and October.
Discount, Mondays and Thursdays.*

DIVIDENDS PAYABLE IN BOSTON COLLECTED WITHOUT CHARGE.

The Prescott National Bank

OF LOWELL,

No. 28 Central Street, = = Opposite Middle Street.

INCORPORATED 1850.

RE-ORGANIZED 1865.

* CAPITAL, - - \$300,000. *

HAPGOOD WRIGHT, President.

ALONZO A. COBURN, Vice-President.

FRED BLANCHARD, Cashier.

CLERKS—GEO. R. CHANDLER, E. E. SAWYER, MARK A. ADAMS, HERBERT D. BURRAGE.

DIRECTORS.

GEORGE F. RICHARDSON, DANIEL GAGE, ALONZO A. COBURN, HAPGOOD WRIGHT, CHARLES A. STOTT,
J. W. ABBOTT, CHARLES H. COBURN, W. A. INGHAM, J. A. BARTLETT.

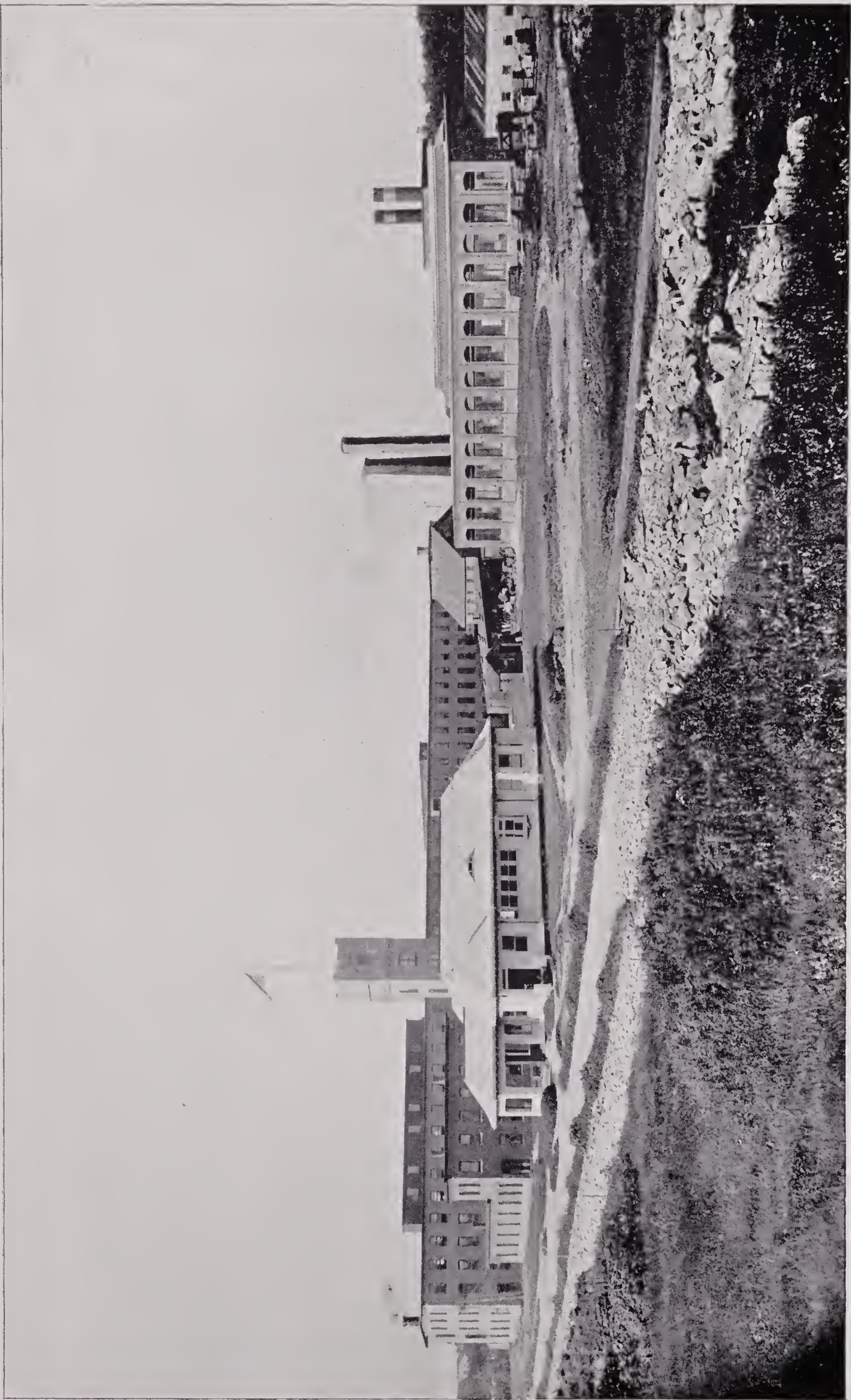
Annual Meeting, second Tuesday in January.

Discount Days, Mondays and Thursdays.

Dividends payable first of April and October.

BANK HOURS 8 to 4.

CLOSED SATURDAYS AT 1 P. M.

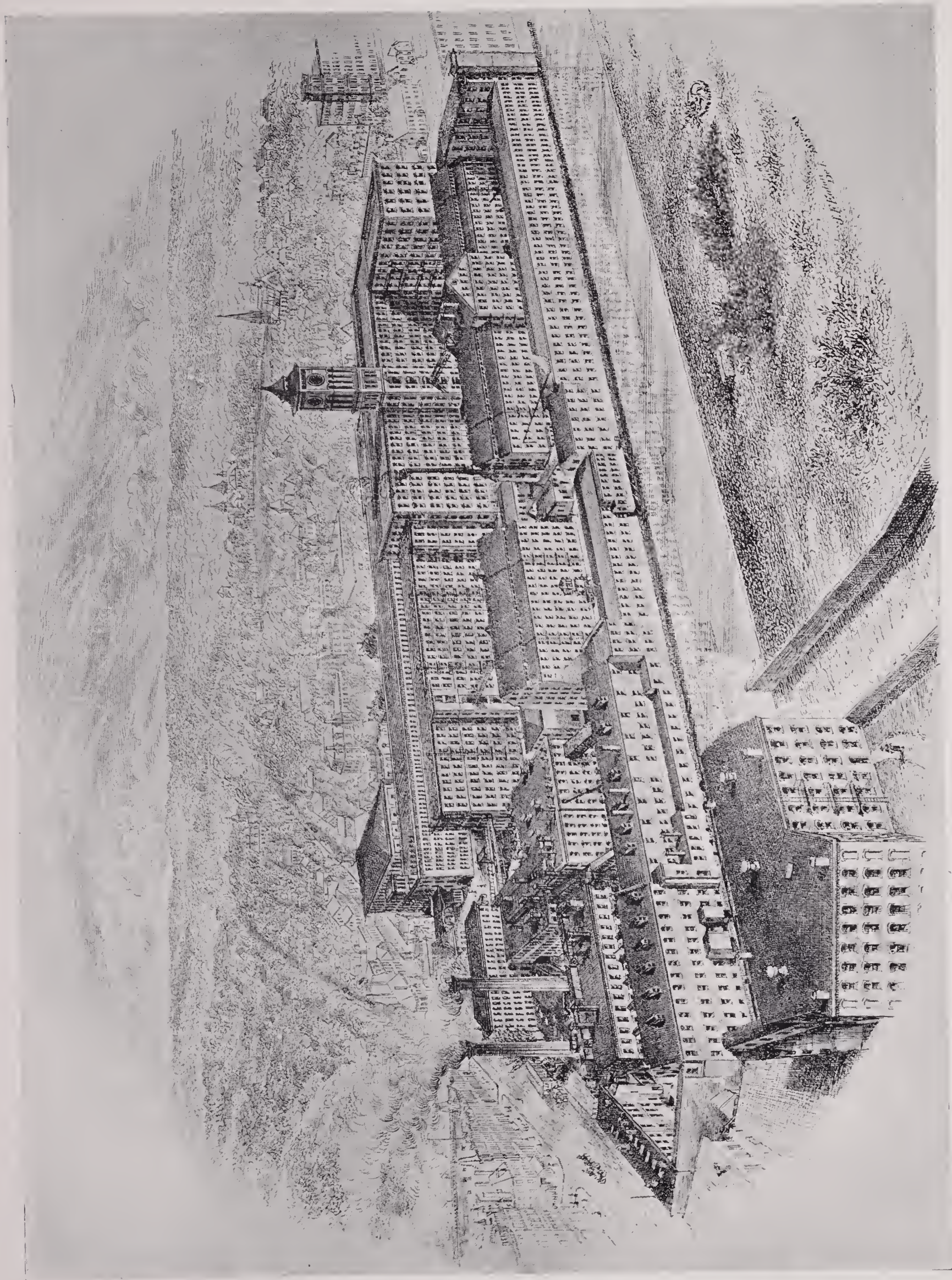


ATHERTON MACHINE COMPANY.

THE ATHERTON MACHINE COMPANY.

ADMIRABLY situated is the plant of the Atherton Machine Corporation in the Town of Tewksbury adjoining the eastern boundary line of the City of Lowell. Here is a beautiful park, nearly level, of about seventy acres in extent, with macadamized roads and rolled walks; and on this territory is built one of the most complete works of the kind in the country. The Boston & Maine Railroad runs along the south side of the property and extensive side tracks reach past the principal buildings, with convenient loading places enabling the company to handle freight in the easiest manner. Nearly in the centre of the park is located the main shop building, which with the ell attached is upwards of 400 feet long, 45 feet wide and three stories in height. This shop is fitted with modern tools and appliances. In front of the main shop and to the right is the foundry building, about one hundred and fifty by seventy feet, which has been recently erected to take the place of one destroyed by fire. The present building is a model foundry and contains every necessary improvement of the day, such as iron truss roofs, hot air heating arrangement distributed by fan blower; fire proof cupola house with hydraulic elevator for handling pig iron, latest patent core ovens and annealing furnaces, and a complete brass foundry. The windows in this building are twelve feet high of rough plate glass, and the same material is used in the metallic monitor sky light, diffusing a clear mellow light even in very cloudy days. Commodious outbuildings to contain boiler room, fire pumps, fettling shop, pattern storage and stock room are soon to be constructed of the same general style as the foundry building, to take the place of those now in use. The new office building in front of the rest facing the railroad, is noticed by every passer-by on the railway trains and always favorably commented upon. It has been the custom for some time to have the American ensign float to the breeze from the high tower on the main building during working hours. While the owners do not claim the flag for a trade mark they believe in distinctively "American products," in every sense of the word, and that manufacturers of this country, especially those who expect a home market for their goods, should purchase their machinery here when its superior is not produced in any country of the world.

While the products of the Atherton Machine Corporation have been sent to many countries, much the larger portion is in use in the United States—going to nearly every State of the Union where cotton goods are manufactured. The number of men employed is about three hundred, and business has been exceedingly good for a number of years as every "up to date" improvement has been adopted so soon as its merits were assured, and no expense has been spared to improve designs whenever possible. Only the higher class of cotton machinery is made. The principal output has been cotton opening and cleaning machinery, but of late a number of other kinds have been added such as automatic feeders, revolving flat carding engines, underflat cards, coiler railways and drawing frames, ring spinning frames and cloth inspecting machines. The new automatic feeders are a great improvement over those formerly in use and are probably the greatest labor saving machines ever introduced into a cotton mill, as when attached to an opener one man will do the work where ten men were formerly needed (that being the actual case in some of the Lowell mills), and the cotton is opened and fed far better than is possible by hand. Of the openers, breakers and lappers it is not necessary to speak as they are known as the standard everywhere. The revolving flat card is now being put upon the market and when known will no doubt take a very prominent place. The coiler railway head is the strongest and most durable machine of the kind made, and entirely encased with iron doors with a new patent tell-tale on top showing the exact position of the evener belt without opening the doors. All the principal roller bearings on this machine are phosphor bronze. During the last three years nearly 7,000 deliveries of the new pattern coiler drawing frame have been sold and are now running, and in every case where this machine has been on trial in comparison with others, built either in this country or abroad, it has invariably proved to be the most successful. The ring spinning frames are novel in design, of unusual strength and contain all the latest labor-saving devices. A number of orders for them have lately been received from several of the largest mills in the country. The cloth inspecting machines are fully equal in design and finish to the other machinery made by the Company and meet with ready sale.



HAMILTON MANUFACTURING COMPANY.

Hamilton Manufacturing Co.

Incorporated 1825. — Present Capital, \$1,800,000.

OFFICERS, WITH DATE OF APPOINTMENT,
TREASURERS.

William Appleton	- - - - -	March 5, 1825	Eben Bacon,	- - - - -	June 27, 1867
Ebenezer Appleton,	- - - - -	Feb. 3, 1830	Samuel Batchelder,	- - - - -	Nov. 19, 1869
George W. Lyman,	- - - - -	June 1, 1833	George R. Chapman,	- - - - -	Jan. 18, 1870
Thomas G. Cary,	- - - - -	June 4, 1839	Jas. A. Dupee, 1870,	- - - - -	Died Oct. 18, 1886
William B. Bacon,	- - - - -	July 22, 1859	James Longley,	- - - - -	Oct. 19, 1886
Arthur T. Lyman,	- - - - -	Dec. 19, 1860	Charles B. Amory,	- - - - -	Nov. 15, 1886
Arthur L. Devens,	- - - - -	June 30, 1863			

SUPERINTENDENTS.

Samuel Batchelder,	- - - - -	1825	O. H. Moulton,	- - - - -	1864
John Avery,	- - - - -	1831			

ASSISTANT SUPERINTENDENTS OF PRINT WORKS.

William Spencer,	- - - - -	1828	William Harley,	- - - - -	1866
William Hunter,	- - - - -	1862	Thomas Walsh,	- - - - -	1876

ASSISTANT SUPERINTENDENT OF COTTON DEPARTMENT.

FERDINAND RODLIFF.

DIRECTORS, 1893.

THOMAS WIGGLESWORTH,	JAMES LONGLEY,	CHARLES HENRY PARKER,	HENRY S. GREW,
EDWARD I. BROWNE,	J. HERBERT SAWYER,	CHARLES B. AMORY.	

JAMES LONGLEY, President. CHARLES B. AMORY, Treasurer. FREDERICK W. WAY, Clerk.

Annual meeting, second Thursday in July.

No. Mills,	- - - - -	6 and Print Works
Spindles,	- - - - -	109,816
Looms,	- - - - -	3,035
Females employed,	- - - - -	1,200
Males employed,	- - - - -	800
Yards made per week,	- - - - -	730,000
Pounds Cotton used per week,	- - - - -	180,000
Yards Dyed and Printed per week,	- - - - -	720,000
Kind of goods made—Flannels, Prints, Ticks, Stripes, Drills and Shirtings, 5 to 37.		
Tons Coal per year,	- - - - -	11,000
Bushels Charcoal per year,	- - - - -	300
Cords Wood per year,	- - - - -	200
Gallons Oil per year,	- - - - -	11,000
Pounds Starch per year,	- - - - -	450,000
Drugs and Dye Stuffs, amount per year,	- - - - -	\$250,000

Ten turbine and forty-one engines of 2600 horse-power, including small engines used for printing machines, furnish the motive power of this Company. The plant includes about seven and one-half acres of land.

MASSACHUSETTS COTTON MILLS.



View of a portion of mill yards and tenement houses, photographed from the top of one of the mill chimneys.

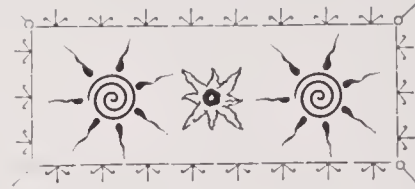
. . . OFFICERS. . . .

W. S. SOUTHWORTH, Agent.

J. C. WADLEIGH, Supt.

E. G. CHILDS, Asst. Supt.

DAVID HEALY, Jr., Paymaster.



MASSACHUSETTS COTTON MILLS

Located at Junction of Merrimack and Concord Rivers, between Bridge and Merrimack Streets.

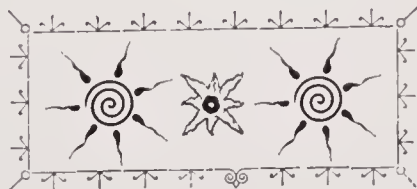
INCORPORATED 1839.

~~~~~ CAPITAL, = = = = \$1,800,000 ~~~~~

CHARLES L. LOVERING, TREASURER, BOSTON.

SMITH, HOGG & GARDNER, SELLING AGENTS,

66 Chauncy Street, Boston, and 115 and 117 Worth Street, New York.



|                                   |   |   |   |   |   |   |           |
|-----------------------------------|---|---|---|---|---|---|-----------|
| SPINDLES,                         | = | = | = | = | = | = | 127,000   |
| LOOMS,                            | = | = | = | = | = | = | 4,061     |
| FEMALES EMPLOYED,                 | = | = | = | = | = | = | 1,300     |
| MALES EMPLOYED,                   | = | = | = | = | = | = | 600       |
| YARDS MADE PER WEEK,              | = | = | = | = | = | = | 1,000,000 |
| COTTON CONSUMED PER WEEK, pounds, | = | = | = | = | = | = | 300,000   |
| FLOOR AREA OF MILLS,              | = | = | = | = | = | = | 19 acres  |

POWER—3,900 horse-power of Water Wheels; 3,000 of Engines.

KINDS OF GOODS MADE—Sheetings, Shirtings, Drillings, Canton Flannels and Denims.



**TREMONT AND SUFFOLK MILLS.**—The Suffolk Manufacturing Company was incorporated January 17, 1831, with a capital of \$600,000, and the Proprietors of Tremont Mills March 19, the same year, with a capital of \$500,000. The mills of the former were located on the west side of Suffolk Street, and those for the latter on the east side. The two corporations thus contiguously situated were nearly as closely connected in management after they became fairly started, the goods manufactured by both being substantially the same. John W. Boott was the first treasurer of the Suffolk, and William Appleton for the Tremont. After the first year the same treasurer was employed for both companies until 1871, when they consolidated, with a capital of \$1,200,000, under the name of the Tremont

The goods at present manufactured comprise all kinds of fancy flannel shirtings, lawn tennis and fancy suitings, flannel blankets for which there is a steady demand for summer use, and very heavy goods napped on both sides used as sub-table-cloths for dining tables. The fancy designs made are almost infinite in variety, the delicate and exquisite patterns being made of colors dyed in the yarn, and not printed, to provide which there is a large dye works connected with the plant which gives employment to a large number.

The agents for the original Suffolk Manufacturing Company were appointed as follows:

|                |   |   |   |                    |
|----------------|---|---|---|--------------------|
| Robert Means   | - | - | - | June 13, 1831.     |
| John Wright    | - | - | - | December 20, 1842. |
| Thomas S. Shaw | - | - | - | January 1, 1868.   |



TREMONT AND SUFFOLK MILLS.

and Suffolk Mills. Up to this time both companies manufactured fine cottons. About 1874 the manufacture of cotton flannels was begun in a small way and has steadily increased until the present time, and to-day napped goods are manufactured exclusively, the company being the largest concern in the country producing this class of fabrics. The producing force at present consists of 117,000 spindles, 3,800 looms, and about 2,000 employes. The company long since outgrew the water power at its disposal, and about half the power now is produced by steam, the total capacity being about 3,000 horse power.

Of the Tremont Company:

|                    |   |   |   |                   |
|--------------------|---|---|---|-------------------|
| Israel Whitney     | - | - | - | July 28, 1831.    |
| John Aiken         | - | - | - | January 31, 1834. |
| Charles L. Tilden  | - | - | - | June 28, 1837.    |
| Charles F. Battles | - | - | - | October 16, 1858. |
| Thomas S. Shaw,    | - | - | - | March 23, 1870.   |

Mr. Shaw continued as agent for the consolidated company until superseded by Edward W. Thomas, the present incumbent.

The present directors are Arthur T. Lyman, Frederick F. Ayer, Frederick Ayer, James C. Ayer, Jacob Rogers, James W. Clark, and Harrison Gardner.

The annual meeting occurs the last Tuesday in March.



# Tremont and Suffolk Mills.

. . Suffolk Manufacturing Company, incorporated Jan. 17th, 1831. . .

Proprietors Tremont and Suffolk Mills, incorporated Mar. 19th, 1831.

Consolidated 1871.

PRESENT CAPITAL,                    =                    =                    =                    =                    \$1,500,000.

## OFFICERS, WITH DATE OF APPOINTMENT.

**Treasurers Suffolk Manufacturing Company.**

|                |   |   |   |   |   |   |               |                   |   |   |   |   |   |               |
|----------------|---|---|---|---|---|---|---------------|-------------------|---|---|---|---|---|---------------|
| John W. Boott, | - | - | - | - | - | - | Feb. 17, 1831 | Walter Hastings,  | - | - | - | - | - | July 10, 1865 |
| Henry Hall,    | - | - | - | - | - | - | April 2, 1832 | William A. Burke, | - | - | - | - | - | Feb. 4, 1868  |
| Henry V. Ward, | - | - | - | - | - | - | April 7, 1859 | James C. Ayer,    | - | - | - | - | - | Aug. 10, 1870 |

### Treasurers Proprietors of the Tremont Mills.

|                   |   |   |   |   |   |               |                   |   |   |   |   |   |               |
|-------------------|---|---|---|---|---|---------------|-------------------|---|---|---|---|---|---------------|
| William Appleton, | - | - | - | - | - | April 9, 1831 | Walter Hastings,  | - | - | - | - | - | July 10, 1865 |
| Henry Hall,       | - | - | - | - | - | April 3, 1832 | William A. Burke, | - | - | - | - | - | Feb. 4, 1868  |
| Henry V. Ward,    | - | - | - | - | - | April 7, 1857 | James C. Ayer,    | - | - | - | - | - | Aug. 10, 1870 |

**Treasurers Tremont and Suffolk Mills.**

|                   |   |   |   |   |   |   |                |                    |   |   |   |   |   |               |
|-------------------|---|---|---|---|---|---|----------------|--------------------|---|---|---|---|---|---------------|
| James C. Ayer,    | - | - | - | - | - | - | Aug. 19, 1871  | Alphonso S. Covel, | - | - | - | - | - | January, 1887 |
| John C. Birdseye, | . | . | . | . | . | . | March 26, 1872 |                    |   |   |   |   |   |               |

**Agents Suffolk Manufacturing Company.**

|                         |               |                           |              |
|-------------------------|---------------|---------------------------|--------------|
| Robert Means, - - - - - | June 13, 1831 | Thomas S. Shaw, - - - - - | June 1, 1868 |
| John Wright, - - - - -  | Dec. 20, 1842 |                           |              |

**Agents Proprietors of the Tremont Mills.**

|                    |   |   |   |   |   |   |               |                     |   |   |   |   |   |                |
|--------------------|---|---|---|---|---|---|---------------|---------------------|---|---|---|---|---|----------------|
| Israel Whitney,    | - | - | - | - | - | - | July 28, 1831 | Charles F. Battles, | - | - | - | - | - | Oct. 16, 1858  |
| John Aiken,        | - | - | - | - | - | - | Jan. 31, 1834 | Thomas S. Shaw,     | - | - | - | - | - | March 23, 1870 |
| Charles L. Tilden, | - | - | - | - | - | - | June 28, 1837 |                     |   |   |   |   |   |                |

### Agents Tremont and Suffolk Mills.

|                 |   |   |   |   |   |               |  |                   |   |   |   |   |   |   |               |
|-----------------|---|---|---|---|---|---------------|--|-------------------|---|---|---|---|---|---|---------------|
| Thomas S. Shaw, | - | - | - | - | - | Aug. 12, 1871 |  | Edward W. Thomas, | - | - | - | - | - | - | June 22, 1887 |
|-----------------|---|---|---|---|---|---------------|--|-------------------|---|---|---|---|---|---|---------------|

### DIRECTORS, 1893.

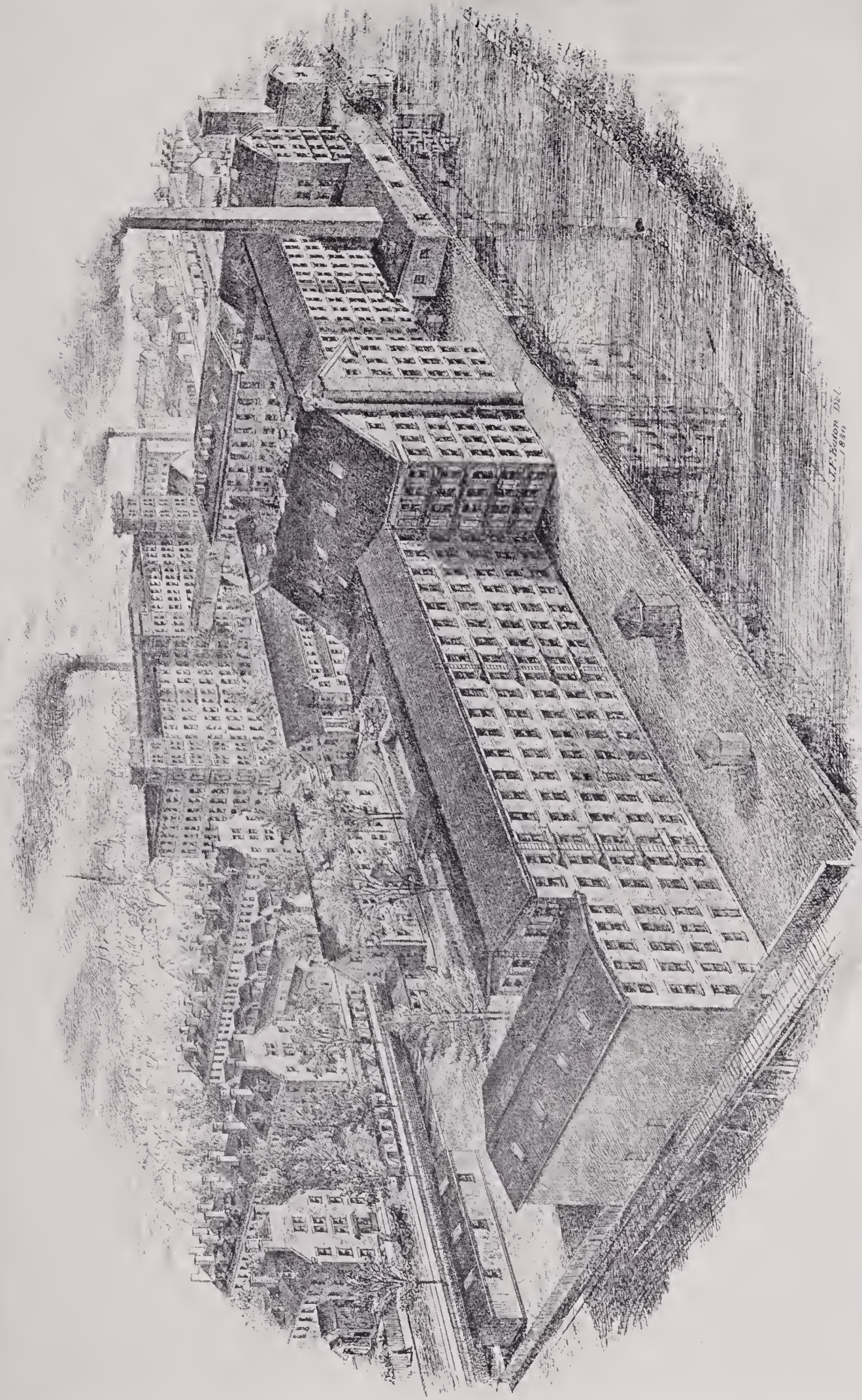
ARTHUR T. LYMAN,    FREDERICK F. AYER,    FREDERICK AYER,    JAS. C. AYER,    JACOB ROGERS,    HARRISON GARDNER.

ANNUAL MEETING==LAST TUESDAY IN MARCH.

|                              |   |   |   |   |   |   |   |         |                                                                               |   |              |                |          |                   |            |                  |
|------------------------------|---|---|---|---|---|---|---|---------|-------------------------------------------------------------------------------|---|--------------|----------------|----------|-------------------|------------|------------------|
| No. of Mills,                | - | - | - | - | - | - | - | 6       | Kind of goods made : Cotton Flannels, Drillings, Dress Goods, Fancy Shirtings |   |              |                |          |                   |            |                  |
| Spindles,                    | - | - | - | - | - | - | - | 118,000 | Tons Coal per year,                                                           | - | -            | -              | -        | -                 | -          | 9,000            |
| Looms,                       | - | - | - | - | - | - | - | 4,050   | Gallons Oil per year,                                                         | - | -            | -              | -        | -                 | -          | 12,000           |
| Females Employed,            | - | - | - | - | - | - | - | 1,600   | Pounds Starch per year,                                                       | - | -            | -              | -        | -                 | -          | 150,000          |
| Males Employed,              | - | - | - | - | - | - | - | 600     | Water Wheels,                                                                 | - | 11 Turbines; | 4 8 ft. 4 in., | 1 9 ft., | and 6 4 ft. 4 in. | diameter   |                  |
| Yards made per week,         | - | - | - | - | - | - | - | 700,000 | Steam Power,                                                                  | - | -            | -              | -        | -                 | 7 engines, | 2100 horse power |
| Pounds Cotton used per week, | - | - | - | - | - | - | - | 240,000 |                                                                               |   |              |                |          |                   |            |                  |

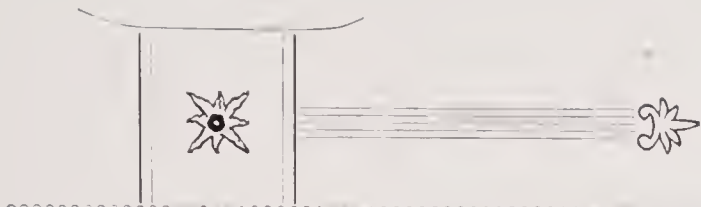
The mills and storehouses of the Company are located on either side of the Western Canal, northerly of the Northern Canal to Hall Street, with a storehouse between Hanover and Tremont Streets, southerly of the line of the Northern Canal. The boarding houses are situated between Tremont and Tilden Streets, on the Tremont side, and between Cabot Street and the mills on the Suffolk side. The Company is taxed on about ten and one-half acres of land.



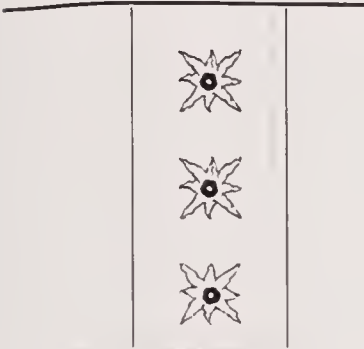


APPLETON MANUFACTURING COMPANY.





# APPLETON COMPANY.



Incorporated 1828.

PRESENT CAPITAL, = = = \$600,000.

## OFFICERS, WITH DATE OF APPOINTMENT.

### Treasurers.

|                       |   |   |   |               |      |
|-----------------------|---|---|---|---------------|------|
| William Appleton,     | . | . | . | .             | 1828 |
| Patrick T. Jackson,   | . | . | . | .             | 1829 |
| George W. Lyman,      | . | . | . | .             | 1832 |
| Thomas G. Carey,      | . | . | . | .             | 1841 |
| William B. Bacon,     | . | . | . | .             | 1859 |
| Arthur T. Lyman,      | . | . | . | .             | 1861 |
| Arthur L. Devens,     | . | . | . | .             | 1863 |
| John A. Burnham,      | . | . | . | .             | 1867 |
| George Motley,        | . | . | . | .             | 1867 |
| James A. Dupee, 1874. | . | . | . | Died Oct. 18, | 1886 |
| Louis Robeson,        | . | . | . | .             | 1886 |

### Superintendents.

|                  |   |   |   |   |      |
|------------------|---|---|---|---|------|
| John Avery,      | . | . | . | . | 1828 |
| George Motley,   | . | . | . | . | 1831 |
| J. H. Sawyer,    | . | . | . | . | 1867 |
| Daniel Wright,   | . | . | . | . | 1881 |
| Wm. H. McDavitt, | . | . | . | . | 1887 |

### Agent.

|                   |   |   |   |       |      |
|-------------------|---|---|---|-------|------|
| C. H. Richardson, | . | . | . | Nov., | 1888 |
|-------------------|---|---|---|-------|------|

|                                                                                             |   |   |                             |
|---------------------------------------------------------------------------------------------|---|---|-----------------------------|
| Capital (600 shares; par \$1000),                                                           | . | . | \$600,000                   |
| No. Mills,                                                                                  | . | . | 6                           |
| Spindles,                                                                                   | . | . | 50,776                      |
| Looms,.                                                                                     | . | . | 1,610                       |
| Females Employed,                                                                           | . | . | 660                         |
| Males Employed,                                                                             | . | . | 420                         |
| Yards made per week,                                                                        | . | . | 313,000                     |
| Pounds Cotton used per week,                                                                | . | . | 122,000                     |
| Kind of Goods made—Sheetings, Shirtings, Drillings, Flannelettes, Dress Goods and Tickings. |   |   |                             |
| Tons Coal per year,                                                                         | . | . | 3,650                       |
| Gallons Oil per year,                                                                       | . | . | 7,200                       |
| Pounds Starch per year,                                                                     | . | . | 140,000                     |
| Water Wheels,                                                                               | . | . | 5 Turbines                  |
| Steam Power,                                                                                | . | . | 2 Engines, 1000 horse power |

## Directors, 1893.

EDWARD I. BROWNE,  
J. HERBERT SAWYER,

S. C. DANA,  
LOUIS ROBESON,

HENRY C. HOWE,  
ARTHUR G. POLLARD.

WM. S. APPLETON,

WM. S. APPLETON, President.

LOUIS ROBESON, Treasurer.

DANIEL L. PRENDERGAST, Clerk.

ANNUAL MEETING--FIRST WEDNESDAY IN JANUARY.

The Mills are located between the Hamilton and the Pawtucket Canals, bounded on the east by the property of the Hamilton Company, and on the west by that of the Lowell Machine Shop, No. 5 Mill, being between Middlesex and Jackson Streets, westerly of the boarding houses, which extend westerly from the Hamilton Company's blocks, between Middlesex and Jackson Streets. The Mills are operated by seven turbine wheels and three steam engines of 1550 horse power.

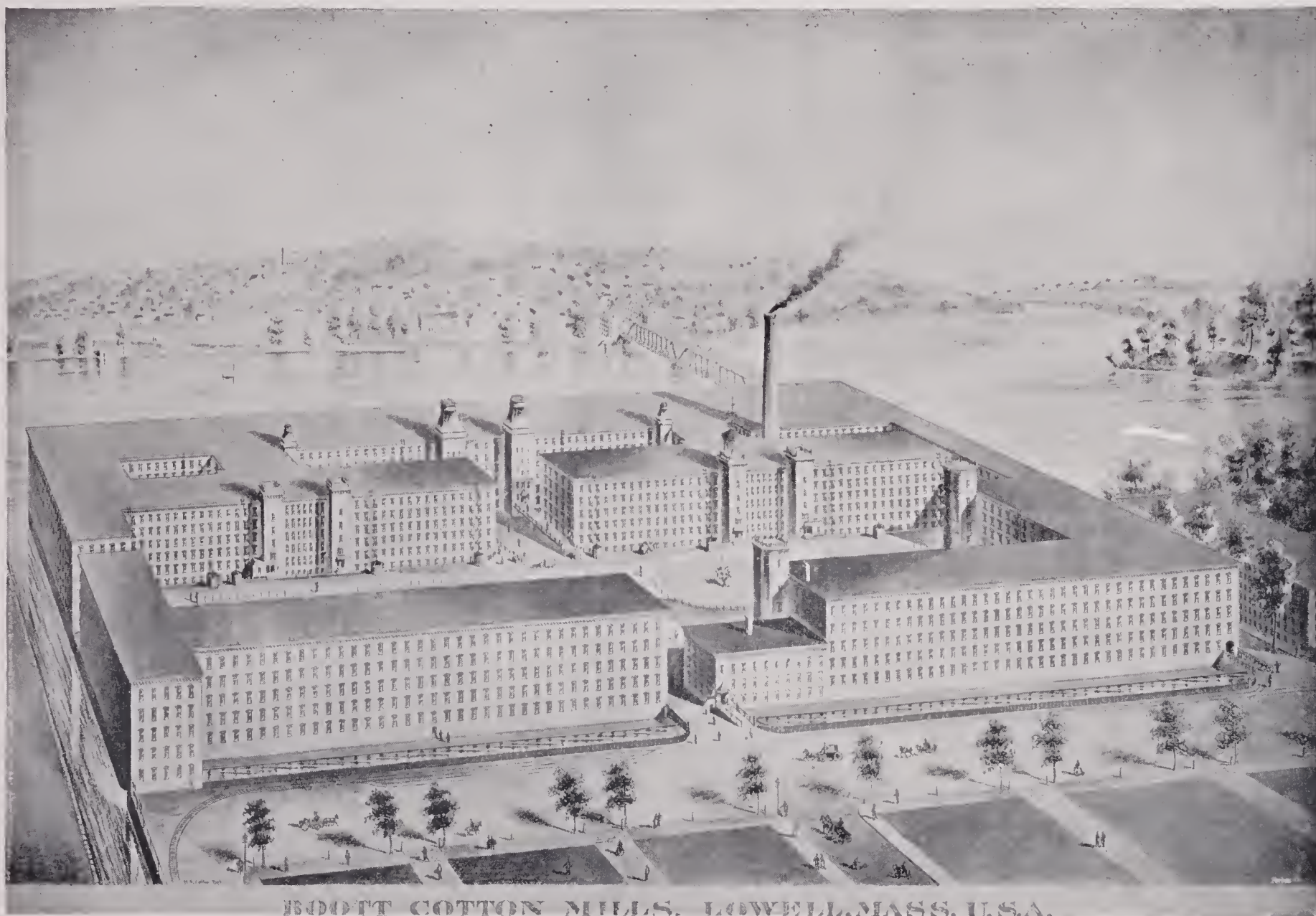


THE BOOTT COTTON MILLS, named for Kirk Boott, the first treasurer of the Merrimack Company, and prominently identified with the early history of our city, date their act of incorporation March 27, 1835. Abbott Lawrence, Nathan Lawrence and John A. Lowell—all well-known names—were specially designated in the act of incorporation, and the original capital was \$1,000,000. In 1837 the capital was increased to \$1,200,000, at which figures it has since remained.

The mills, which have been extensively altered and

The goods manufactured are shirtings, sheetings and printing cloths, and, as indicating the increase in the capacity of the mills in half a century, the product, which in 1837 was 3,796,000 yards was, in 1889, 40,300,000 yards.

In the manufacture of the enormous output last named, which was at the rate of 775,000 yards per week, there were used 245,000 pounds of cotton weekly, or 12,740,000 pounds annually, an average of over 40,833 pounds every working day.



enlarged since 1861, rank very high among manufacturing companies. They are situated along the Merrimack River, between Bridge Street on the east and the Merrimack Company on the west.

The boarding houses and other buildings occupy the territory east of John Street, bounded by Bridge, Amory and French Streets; and west of John Street, bounded by Paige, Amory and Kirk Streets, with the exception of a dwelling house and lot on the latter street.

The number of spindles is 148,412, and of looms, 4,000, giving employment to 1,687 females and 523 males.

Of supplies, 6,000 tons of coal, 800 bushels of charcoal, 14,500 gallons of oil, and 650,000 pounds of starch are used annually.

Power is furnished by nine turbine wheels, and two steam engines of 2,200 horse power.

The weekly pay-roll is \$12,500, and the taxes in 1889 were \$29,964.04.



# BOOTT COTTON MILLS

Incorporated 1835.  
Began Work 1836.

Present Capital, - \$1,200,000

## OFFICERS, WITH DATE OF APPOINTMENT.

### Treasurers.

|                        |      |
|------------------------|------|
| JOHN AMORY LOWELL,     | 1835 |
| J. PICKERING PUTNAM,   | 1848 |
| T. JEFFERSON COOLIDGE, | 1858 |
| RICHARD D. ROGERS,     | 1865 |
| AUGUSTUS LOWELL,       | 1875 |
| ELIOT C. CLARKE,       | 1886 |

### Agents.

|                       |      |
|-----------------------|------|
| BENJAMIN F. FRENCH,   | 1836 |
| LINUS CHILD,          | 1845 |
| WILLIAM A. BURKE,     | 1862 |
| ALEXANDER G. CUMNOCK, | 1868 |

|                                               |             |
|-----------------------------------------------|-------------|
| Capital (1200 shares; par \$100)              | \$1,200,000 |
| No. Mills,                                    | 7           |
| Spindles,                                     | 151,292     |
| Looms,                                        | 4,200       |
| Females Employed,                             | 1,500       |
| Males Employed,                               | 478         |
| Yards made per week,                          | 800,000     |
| Pounds Cotton used per week,                  | 275,000     |
| Kinds of Goods made:                          |             |
| Sheetings, Shirtings, Printing Cloth—14 to 60 |             |
| Tons Coal per year,                           | 8,000       |
| Gallons Oil per year,                         | 12,000      |
| Pounds Starch per year,                       | 300,000     |
| Water Wheels: 1 6 ft. 8 in., and 8 6 ft.      |             |
| Steam Power, 4 engines, 2000 horse power      |             |

## Directors, 1893.

|                             |                             |                    |                  |
|-----------------------------|-----------------------------|--------------------|------------------|
| AUGUSTUS LOWELL, President. | ELIOT C. CLARKE, Treasurer. | C. WILLIAM LORING, | ARTHUR T. LYMAN, |
| EDWARD W. HOOPER,           | AUGUSTUS FLAGG,             | EDWARD I. BROWNE.  |                  |

ANNUAL MEETING--LAST WEEK IN MAY.

ELIOT C. CLARKE, Treasurer, Boston.      A. G. CUMNOCK, Agent.      VICTOR I. CUMNOCK, Superintendent.

The Mills have been extensively altered and enlarged and now rank high among manufacturing companies. They are situated along the Merrimack River, between Bridge Street on the east and the Merrimack Company on the west.  
The boarding houses and other buildings occupy the territory east of John Street, bounded by Amory, Bridge and French Streets; and west of John Street, bounded by Paige, Amory and Kirk Streets, with the exception of a dwelling house and lot on the latter street. The motive power is supplied by nine turbines and two steam engines of 2000 horse power.







THE

# LOWELL BLEACHERY

Incorporated Jan. 18, 1833.

CAPITAL,        =        =        =        =        =        \$400,000

OFFICERS, WITH DATE OF APPOINTMENT.

| Treasurers.          |   |   |   |      | Agents.              |   |   |   |      |
|----------------------|---|---|---|------|----------------------|---|---|---|------|
| John Clark,          | - | - | - | 1833 | Jonathan Derby,      | - | - | - | 1833 |
| James C. Dunn,       | - | - | - | 1834 | Joseph Hoyt,         | - | - | - | 1834 |
| Charles T. Appleton, | - | - | - | 1835 | Charles T. Appleton, | - | - | - | 1835 |
| Samuel G. Snelling,  | - | - | - | 1859 | Charles A. Babcock,  | - | - | - | 1849 |
| Percival Lowell,     | - | - | - | 1886 | F. P. Appleton,      | - | - | - | 1855 |
| Eliot C. Clarke,     | - | - | - | 1889 | Fordyce Coburn,      | - | - | - | 1880 |
|                      |   |   |   |      | F. P. Appleton,      | - | - | - | 1882 |
|                      |   |   |   |      | James N. Bourne,     | - | - | - | 1886 |

Directors, 1893.

AUGUSTUS LOWELL,    HARRISON GARDNER,    GEO. F. RICHARDSON,    FRANCIS C. GRAY,    ELIOT C. CLARKE.

ANNUAL MEETING    THIRD MONDAY IN JULY.



There were at that time 28,517 males in Lowell and 35,590 females. The following were the occupations:

|                  |   |   |   |   |   |   |   |        |
|------------------|---|---|---|---|---|---|---|--------|
| Government       | - | - | - | - | - | - | - | 299    |
| Professions      | - | - | - | - | - | - | - | 911    |
| Domestic         | - | - | - | - | - | - | - | 14,920 |
| Personal service | - | - | - | - | - | - | - | 840    |
| Trade            | - | - | - | - | - | - | - | 2,941  |
| Transportation   | - | - | - | - | - | - | - | 1,100  |
| Agriculture      | - | - | - | - | - | - | - | 458    |
| Laborers         | - | - | - | - | - | - | - | 1,290  |
| Apprentices      | - | - | - | - | - | - | - | 135    |
| Children at work | - | - | - | - | - | - | - | 250    |
| Manufacturing    | - | - | - | - | - | - | - | 21,454 |
|                  |   |   |   |   |   |   |   | 44,598 |

To these may be added:

|                |   |   |   |   |   |   |   |        |
|----------------|---|---|---|---|---|---|---|--------|
| Scholars       | - | - | - | - | - | - | - | 9,568  |
| Students       | - | - | - | - | - | - | - | 183    |
| Retired        | - | - | - | - | - | - | - | 715    |
| Non-productive | - | - | - | - | - | - | - | 593    |
| Dependents     | - | - | - | - | - | - | - | 263    |
| At home        | - | - | - | - | - | - | - | 7,424  |
| Not given      | - | - | - | - | - | - | - | 703    |
|                |   |   |   |   |   |   |   | 19,449 |

And here is a significant item. In a population of 64,000 there were only returned as out of employment for 12 months 40 people.

It may not be without interest to know the nativity of the population of Lowell. According to the census of 1885 the proportions are as follows:

|                             |   |   |   |   |   |   |   |        |
|-----------------------------|---|---|---|---|---|---|---|--------|
| Massachusetts               | - | - | - | - | - | - | - | 25,631 |
| Other States in New England | - | - | - | - | - | - | - | 10,372 |

|                        |   |   |   |   |   |   |   |        |
|------------------------|---|---|---|---|---|---|---|--------|
| Other States           | - | - | - | - | - | - | - | 2,221  |
| Ireland                | - | - | - | - | - | - | - | 11,681 |
| Canada (French)        | - | - | - | - | - | - | - | 6,438  |
| Canada (English)       | - | - | - | - | - | - | - | 1,380  |
| England                | - | - | - | - | - | - | - | 3,512  |
| Scotland               | - | - | - | - | - | - | - | 785    |
| Nova Scotia            | - | - | - | - | - | - | - | 621    |
| Prince Edward's Island | - | - | - | - | - | - | - | 135    |
| New Brunswick          | - | - | - | - | - | - | - | 516    |
| Germany                | - | - | - | - | - | - | - | 70     |
| Sweden                 | - | - | - | - | - | - | - | 275    |
| Portugal               | - | - | - | - | - | - | - | 43     |
| Other Countries        | - | - | - | - | - | - | - | 427    |

Since 1885 the number of French-Canadians and of Swedes has largely increased. They form a thrifty, industrious and peaceable portion of the community.

From recent statistics we find the following conditional division of labor existing at the present time:

|                        |   |   |   |   |   |   |   |        |
|------------------------|---|---|---|---|---|---|---|--------|
| Manufacturers          | - | - | - | - | - | - | - | 24,172 |
| Machinists             | - | - | - | - | - | - | - | 2,838  |
| Wood                   | - | - | - | - | - | - | - | 1,050  |
| Leather                | - | - | - | - | - | - | - | 560    |
| Cartridges, etc., etc. | - | - | - | - | - | - | - | 2,500  |
| Professions            | - | - | - | - | - | - | - | 1,200  |
| Trade                  | - | - | - | - | - | - | - | 3,760  |
| Domestic               | - | - | - | - | - | - | - | 16,500 |
| Government             | - | - | - | - | - | - | - | 432    |
| Transportation         | - | - | - | - | - | - | - | 2,340  |
| Agriculture            | - | - | - | - | - | - | - | 480    |
| Laborers               | - | - | - | - | - | - | - | 1,600  |
|                        |   |   |   |   |   |   |   | 57,432 |

## LABOR.

WHEN the Merrimack Mills were first established, the operatives were drawn from the towns and villages of New England. They were sober, industrious and reliable people. The building of the mills attracted the immigrant labor. It was also of a sober and reliable quality, for fares were high in those days and it was only those who were seeking homes that came to the new town of Lowell. This foreign labor mingled with the native element and imbibed the best of its many admirable qualities.

As the industries developed, there was a demand for

men skilled in the art of calico printing, and a superior class of workmen accordingly came from England and from other countries to add their intelligent influence to the moral progress of the community.

The corporations were under necessity to provide food and shelter for those they employed. They adopted Mr. Lowell's plan, so effectively instituted at Waltham, and built boarding and tenement houses. Over these a rigid supervision was maintained. The food in the former was required to be of a certain standard. The rules governing the conduct of those who lived in the board-



# Lawrence Manufacturing Company

Incorporated 1831.      Present Capital, \$1,500,000.

Officers, with Date of Appointment.



| Treasurers.            |   |   |      | Agents.                |   |   |        |
|------------------------|---|---|------|------------------------|---|---|--------|
| William Appleton,      | - | - | 1831 | William Austin,        | - | - | * 1830 |
| Henry Hall,            | - | - | 1832 | John Aiken,            | - | - | . 1837 |
| Henry V. Ward,         | - | - | 1857 | William S. Southworth, | - | - | 1849   |
| T. Jefferson Coolidge, | * | - | 1868 | William F. Salmon,     | - | - | 1865   |
| Lucius M. Sargent,     | - | - | 1880 | Daniel Hussey,         | - | - | 1869   |
|                        |   |   |      | John Kilburn,          | - | - | 1878   |

Cotton Cloth of various grades was for a long series of years the only article of manufacture. In 1864 the manufacture of cotton hosiery for women was begun and that class of goods has since been an important product of the Company. Knitted underclothing is also an important branch of their business. The mills are situated on the Merrimack River, and extend from the Merrimack Corporation to Aiken Street Bridge, and are run by eleven turbines, and five steam engines. The boarding houses are located on either side of the Western Canal, on the west side being enclosed by Suffolk, Hall, Cabot and Perkins Streets, and east of the canal extending from the mill-yard to Hall Street, between the Western Canal and Tilden Street.

## Merrimack Manufacturing Co.,

• ————— INCORPORATED 1822. ————— •

Present Capital,                      =                      =                      =                      \$2,500,000

|                                                                                     |                                  |                                                                                       |
|-------------------------------------------------------------------------------------|----------------------------------|---------------------------------------------------------------------------------------|
|                                                                                     | HOWARD STOCKTON, Treasurer.      |                                                                                       |
|                                                                                     | JOHN J. HART, Supt. Print Works. |                                                                                       |
|  | JOHN W. PEAD, Supt. of Mills.    |  |
|                                                                                     | JOSEPH S. LUDLAM, Agent.         |                                                                                       |

The mills and storehouses of this Company are located on the bank of the Merrimack River, extending from the waste-way separating their property from that of the Boott Cotton Mills on the east to Tilden Street on the west—the Print Works extending from the river, between Prince and Tilden Streets, to the foot of Colburn Street. The boarding houses are situated between Moody Street and the mills, on Dutton, Prince, Worthen and Colburn Streets.



ing and tenement houses were rather strict; but they were wholesome; and although they have long since lapsed, their effect is still seen when the bells ring the curfew at nine o'clock every night.

There is still much of the native element employed in the mills, and the children of the immigrants who came here in the early days form an exceptionally intelligent portion of the community.

There are many French-Canadians employed in the mills. They are very desirable operatives; they are steady, sober and industrious. They are thrifty and are more permanent than they used to be. Many of them now own their homes, and their children fill positions where education is a prerequisite to success.

There have never been any serious strikes in Lowell. The only labor troubles it has ever experienced have arisen from isolated and petty differences which have been amicably settled without serious loss to employer or employe. Our corporations have always shown a liberal disposition to treat with their employes, and labor agitators of the blatant style have ever found Lowell to be a poor place for their disturbing purposes.

The foreign element is chiefly represented by the French Canadians, the British, the Irish and the Swedes. Their chief ambition seems to be to own their homes, and the outlying districts are thickly settled with the people of their class. They can buy comfortable homes for from \$1,000 to \$1,500, and when they are so established they are not disposed to find fault with the means by which they enjoy such independence.

The savings banks contain their earnings, and the fact that many of the influential men in the community were themselves at one time operatives in the mills, has an encouraging effect upon those who are now employed in their places.

There are no socialistic clubs or organizations in Lowell. Labor unions there are, of sparse membership, but they do not seem to be in favor with the operative class. There is nowhere in the United States a more thrifty, intelligent and desirable class of help than can be found in Lowell, and the attendance at the free evening schools is a commendable evidence of the ambition which animates the young who are compelled by force of circumstances to earn their livelihood in our mills.

## COST OF LIVING.

THE cost of living in Lowell is lower than it is in any other city of its size and character in the United States. This is due to what is known as "the Lowell system." When Francis C. Lowell established the cotton mills at Waltham, he made the shelter and food of the employes his especial care. He built substantial brick tenement and boarding houses and fixed the rentals and the price of board at low and stable figures.

When Jackson and Boott built the Merrimack mills they adopted the Lowell system. So, too, did the other corporations that followed. That system is still preserved, and when it is abandoned Lowell will lose one of its most distinctive features and one which gives it an advantage not enjoyed by other manufacturing communities.

There are no corporation stores, but the companies pay the boarding house keepers a small sum for every boarder. They let the boarding houses at extremely low figures and enforce a rule of conduct which, if not severe, is nevertheless wholesome.

Of the corporations, nine own tenement property valued at from \$50,000 to \$300,000 each. The average rent for a tenement of eight rooms is seven dollars a month; nine rooms rent for eight dollars. These figures are the standard.

Tenements of four, five or six rooms can be procured anywhere in the city for from six to eight dollars a month; and very superior tenements, in the most desirable sections, are rented for ten and twelve dollars a month. There are tenements cheaper than those owned by the corporations, but they are very few and undesirable and their number is growing less.

It costs a man two dollars and ninety cents to board a week in a corporation boarding house; a woman can board for two dollars and twenty-five cents. The food is substantial and of excellent quality. Outside, the price of board in many places is three dollars for men and two dollars and fifty cents for women. These figures include food and lodging. A weaver earning ten dollars



# MIDDLESEX COMPANY.

INCORPORATED 1830.

PRESENT CAPITAL, = = = = = \$750,000.

## DIRECTORS, 1893.

ARTHUR T. LYMAN, ROBERT H. GARDINER, M. R. WENDELL, AUGUSTUS LOWELL, GEO. Z. SILSBEE,  
CHARLES P. CURTIS, President. O. H. PERRY, Treasurer.

The goods manufactured are indigo blue coatings, cassimeres, police, yacht and cadet cloths, ladies' sackings and beavers. Twenty thousand pounds of clean wool are consumed per week, and 12,500 6-4 yards of cloth made. The mills are located at the junction of the Pawtucket Canal and Concord River, with Warren Street as the southwesterly boundary line. The Company owns nearly seven and a half acres of land.

## THE PROPRIETORS OF LOCKS AND CANALS ON MERRIMACK RIVER.

Incorporated 1792. Present Capital, \$600,000.

### OFFICERS, WITH DATE OF APPOINTMENT.

#### TREASURERS.

Joseph Cutler, - - - 1792  
W. W. Prout, - - - 1804  
Samuel Cutler, - - - 1809  
Samuel Tenney, - - - 1817

#### TREASURERS AND AGENTS.

From 1702 to 1822 there was no Agent.

Kirk Boott, - - - 1822  
Joseph Tilden, - - - 1837

#### TREASURERS.

P. T. Jackson, - - - 1838  
John T. Morse, - - - 1845

#### SPECIAL AGENTS.

William Boott, - - - 1838  
James B. Francis, - - - 1845  
James Francis, - - - 1885

#### ENGINEERS.

Paul Moody, - - - 1824  
Joel Lewis, - - - 1826  
George W. Whistler, - 1834  
James B. Francis, - - 1837  
James Francis, - - - 1885

#### CONSULTING ENGINEERS.

James B. Francis, 1885 to 1892  
Hiram F. Mills, - - - 1893

#### DIRECTORS, 1893.

LUCIUS M. SARGENT, President. JOHN T. MORSE, Treasurer.  
HOWARD STOCKTON, CHARLES B. AMORY,  
LOUIS ROBESON, ARTHUR T. LYMAN,  
O. H. PERRY, ALPHONSO S. COVEL,  
ELIOT C. CLARKE, CHAS. L. LOVERING,  
ROBERT H. STEVENSON.

ANNUAL MEETING--THIRD TUESDAY OF SEPTEMBER.

The Proprietors of Locks and Canals have since 1845, confined themselves to the management and improvement of the water-power, and their remaining real estate (which exceeds 137 acres), under the control of a board of directors, consisting of the treasurers of the corporations to whom they lease water-power. Their office is at No. 22 Broadway, near Dutton Street. Employ on an average from 50 to 60 men. Pay every Wednesday.

Kyanizing Works, for the prevention of decay of wood in exposed places, are owned and have been carried on by the Proprietors of the Locks and Canals since 1848.



a week can live for one hundred and seventeen dollars a year and live well. It is little wonder then, that our savings banks contain more money than there is represented in the united capital of the great corporations.

We have here, in Lowell, a large market for the surrounding country. Vegetables are cheap, and the absence of high rents enable our dealers to offer their merchandise at prices all the way from twenty-five to two per cent. less than the prices charged in Boston and elsewhere.

city in Massachusetts. The wages may not quite touch the figures they do in other places; but the difference is more than compensated for in the reduced cost of living.

It has been predicted that some time in the future the corporations will be obliged to abandon their boarding houses and convert the property to manufacturing purposes. But there is nothing to warrant such a prediction.

An agent of one of our mills, desiring to extend his



**LOWELL MACHINE SHOP.**

LOWELL MASS.

1893.

A man earning twelve dollars a week, and paying one hundred and fifty-six dollars for his board and lodgings for a year, can be well supplied with clothing, boots and underwear for fifty dollars. He can live in Lowell, be well dressed and comfortable, for two hundred dollars a year. If he is frugal he can save three hundred dollars a year, and many men do.

But the corporations aside, we have cheaper rents and cheaper board than can be obtained in any other

works, concluded to build upon the site of his tenements. But when he had reckoned the consequences he changed his plan and the tenements remained. The abandonment of the Lowell system means an increase in the price of board, and that, quite naturally, would excite a demand for larger wages. With that demand would come the opportunity the labor agitators have so long been looking for in this conservatively progressive and peaceful community.



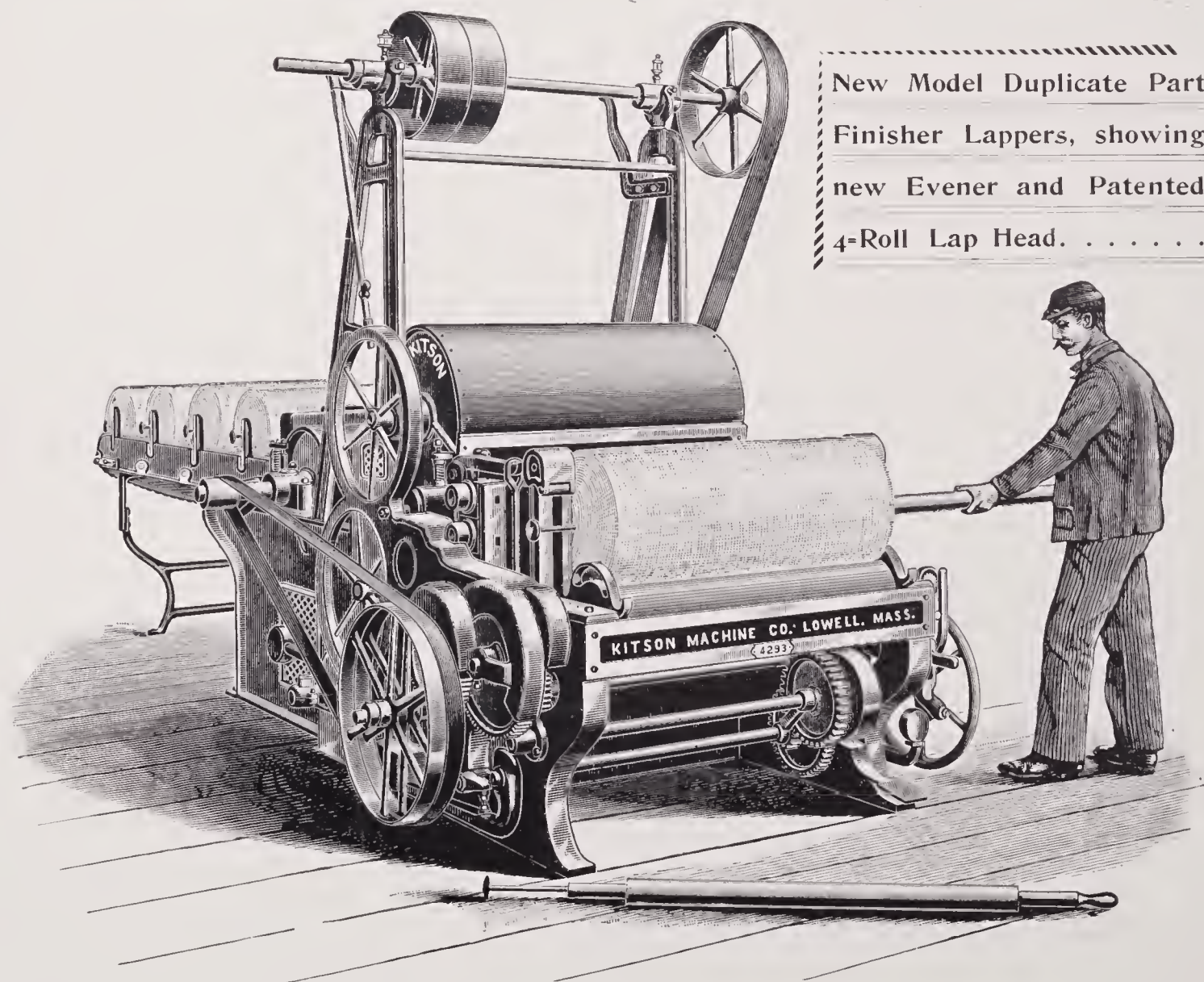
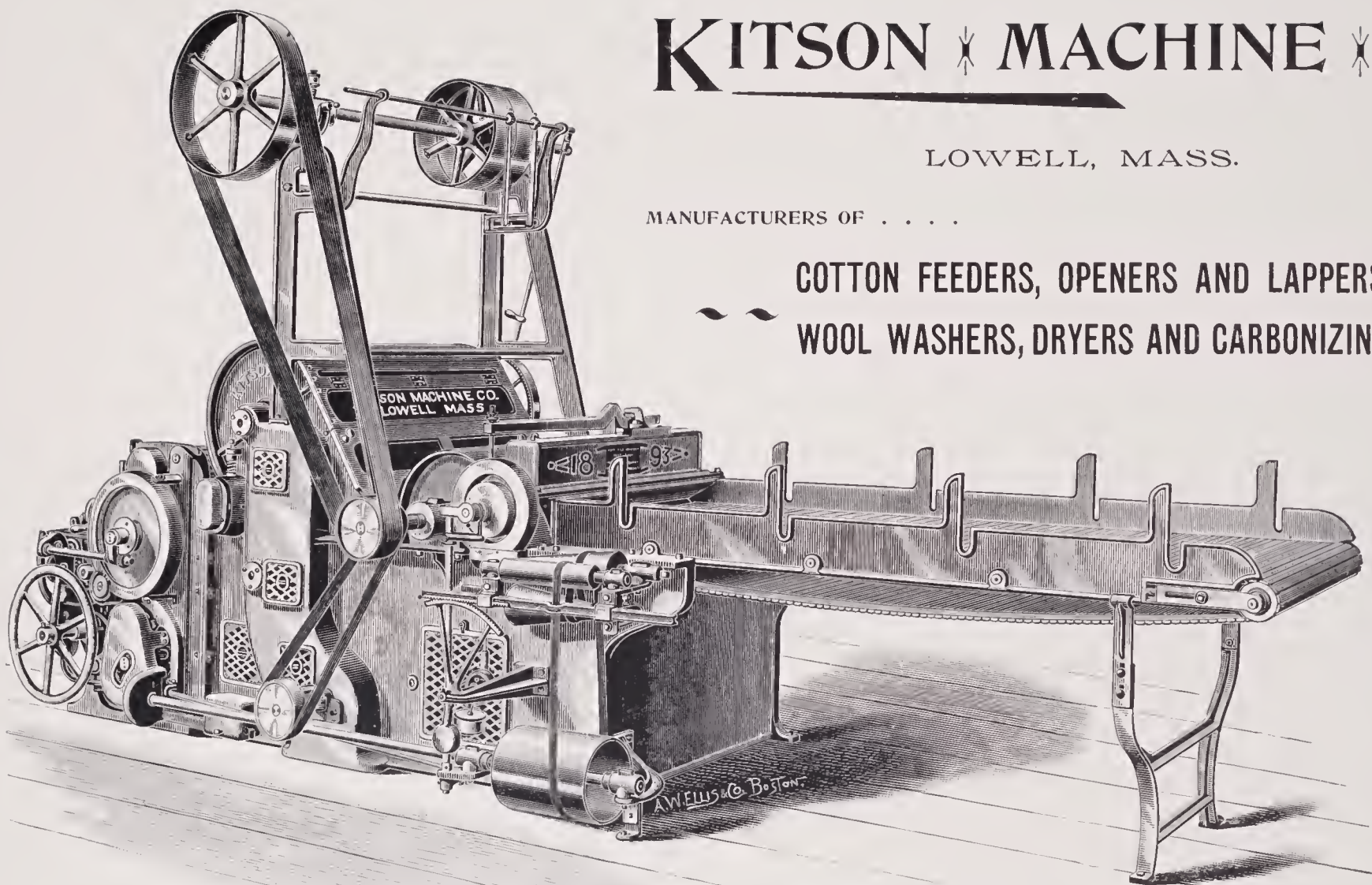
# KITSON & MACHINE & CO.,

LOWELL, MASS.

MANUFACTURERS OF . . . .

COTTON FEEDERS, OPENERS AND LAPPERS.

WOOL WASHERS, DRYERS AND CARBONIZING PLANTS.



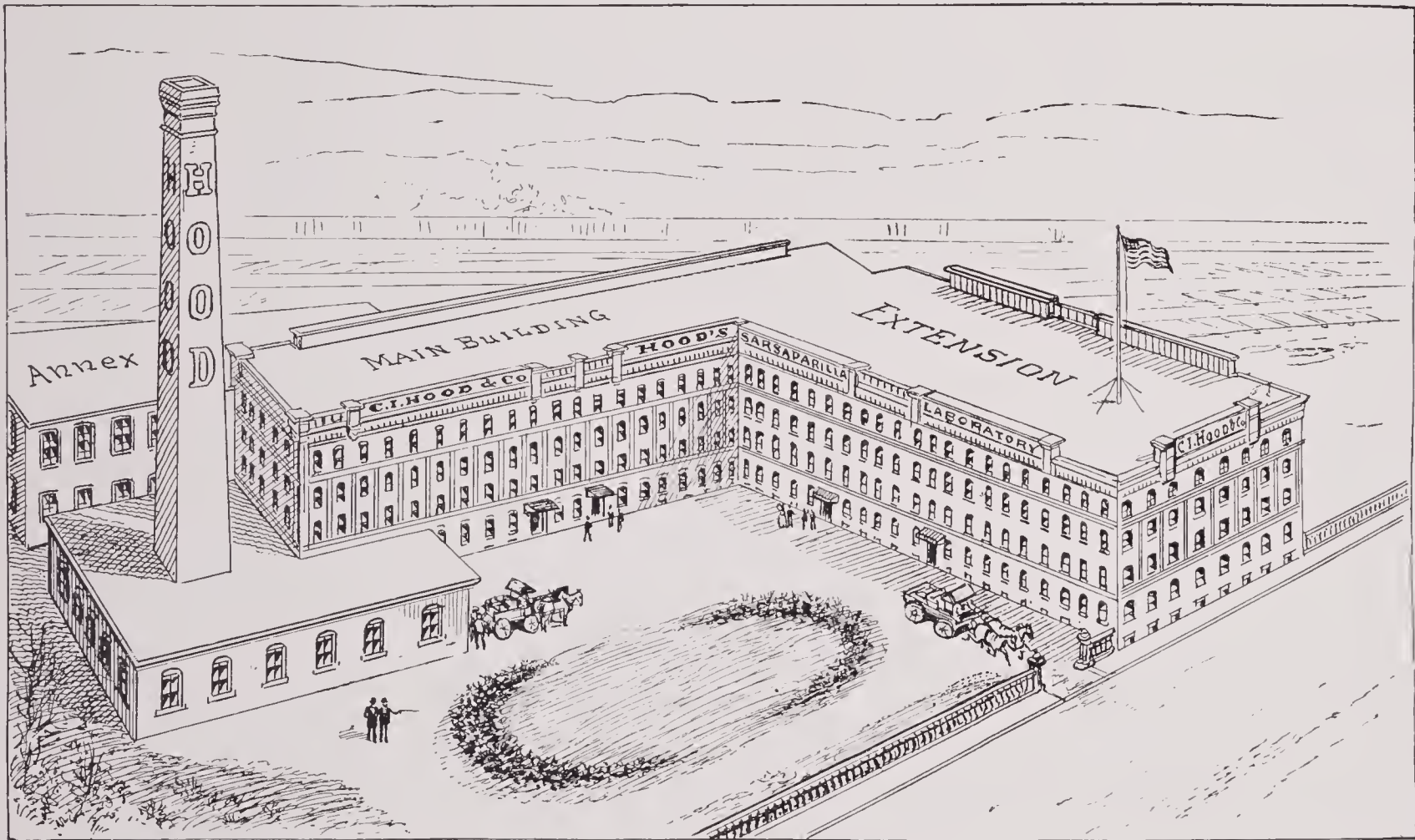
New Model Duplicate Part  
Finisher Lappers, showing  
new Evener and Patented  
4-Roll Lap Head. . . . .



# Hood's Sarsaparilla Laboratory

LOWELL, MASS.

C. I. HOOD & CO., - - PROPRIETORS.



The above engraving shows the Main Laboratory, erected in 1883 and enlarged in 1886; Annex, erected in 1892; and New Extension, erected in 1893.

Total length of Buildings, 590 feet; average width, 60 feet. Total floor area, 150,000 square feet.

## Medicines Prepared.



Hood's Sarsaparilla.

Hood's Pills.

Hood's Tooth Powder.

Hood's Olive Ointment.

TusSano, for Coughs and Colds.

TusSano Pain-Killing Plaster.



## HOOD'S SARSAPARILLA LABORATORY.

THE history of the marvellous growth of Hood's Sarsaparilla is wonderful even in this age of wonderful achievements. The business, which now extends to every part of the United States and to many foreign countries, and which in magnitude is one of the largest factors in the immense trade of Lowell, was inaugurated in 1876 by Mr. Charles I. Hood, a prominent pharmacist of Lowell, who began the manufacture of Hood's Sarsaparilla on a modest scale in his store, corner of Merrimack and Central Streets. So remarkable were the cures effected by this medicine that it soon required additional space and facilities to supply the demand, and in 1878 an entire floor of a business block was leased and the Sarsaparilla business was carried on there on what was deemed an extensive scale. So rapidly, however, did the medicine become popular, that in 1879 still larger quarters were required and a lease for five years was taken of a three story modern building on Church Street. Within three years, even these premises proved too small for the business, and in 1882 the present site, covering an area of two acres, fronting on Thorndike Street, and facing the South Common on the east, was purchased, and here a fine four story brick building 50x100 feet in dimensions was erected. The demand for the remedy increased so rapidly that these commodious quarters were outgrown and an addition larger than the original Laboratory was erected in 1886, making the Laboratory 229 feet by 50. So rapidly was every available inch of space filled that a new wing has just been erected, 75x165 feet in size, with four stories and basement, making Hood's Sarsaparilla Laboratory the largest building in the world devoted exclusively to the proprietary medicine business. As it now stands the Laboratory is 490 feet in length, having an average width of 60 feet, with Annex on the west or railroad side 100x50 feet, and having a total floor area of about 150,000 square feet. So great has been the growth of the business within the past four years, that, where three years ago the concern had in the tank room some eight tanks with an aggregate capacity of 120,000 bottles, the management was required to add two tanks of 15,000 bottles' capacity each in 1891—and the following spring two more of like capacity—two more were added in the fall of 1892 and another pair was built in the spring of 1893—making a total

of sixteen tanks with an aggregate capacity of 240,000 bottles of Hood's Sarsaparilla. For several months the bottling department has been kept running night and day for six days of twenty four hours each in every week to supply the demand for this remedy.

Thus from an humble beginning in 1876 has grown up an industry second to none in the line of proprietary remedies, and the extensive and imposing structure devoted to the manufacture of Hood's Sarsaparilla, with its magnificent lawns and surroundings, is a monument to the business worth and enterprise of the founder, and to the genuine merit of the remedy as well. The "survival of the fittest" applies especially to this medicine, the name of which is as familiar as a household word in every section of the western hemisphere, as it is also in many parts of the old world.

It is especially deserving of notice that the fame of this great remedy began at home, and from the cures effected in Lowell and other New England cities, the growth of the industry began and spread to every city, town and hamlet in the United States, rapidly growing in favor, until it is without a rival in the markets, at home or abroad. In the case of the discoverer of this remedy, the adage that "a prophet is not without honor, etc.," does not obtain, for it is at home and among his own people that the name of C. I. Hood is held in highest esteem as a public benefactor and a model business man in all that the terms imply.

The many and wonderful cures effected by Hood's Sarsaparilla have everywhere excited the attention and admiration of the medical profession. It is a highly concentrated extract, prepared from Sarsaparilla, Dandelion, Mandrake, Dock, Pipsissewa, Juniper Berries and other well known and valuable remedies, and it effects cures where other preparations entirely fail. Especially for scrofula, and other affections of the blood, it is singularly beneficial, and there is perhaps no medical preparation in use which so strongly retains its hold on popular favor wherever it is used. Assuredly in the case of Hood's Sarsaparilla it may truthfully be said that "merit bears the palm." Wherever introduced it wins the confidence of the people, who soon learn that "Hood's Sarsaparilla cures."



## VOLUME OF BUSINESS.

THE industries of Lowell are manifold. The manufacture of cotton cloth was the first established, and it is still the staple of our great trade. There are seven large corporations engaged in that industry, producing 257,000,000 yards of cloth per annum, and giving employment to 15,000 people.

There are 103,000,000 yards of calico dyed and printed every year.

The sales of these seven corporations for the year 1892 amounted to over \$20,000,000, and the total sum involved in their business was about \$40,000,000.

There are eight mills engaged in the manufacture of woolens and carpets. The volume of business transacted by them in 1892 aggregated in round numbers over \$13,000,000.

There are twelve mills which manufacture elastic webbing, suspenders, hosiery, underwear, cotton and worsted yarn. Their business last year aggregated quite \$6,000,000.

There is besides the bleachery one other manufacturing dye works, and the aggregate of business done in that line was \$2,000,000.

There are twenty-six machine shops in Lowell, the largest of which is the Lowell Machine Shop, with a capital of \$900,000, employing 1,500 men. Then comes the Kitson Machine Company, builders of cotton machinery. There are four foundries, exclusive of that in the Lowell Machine Shop. There are in addition to the American Bolt Company, several establishments for the manufacture of bolts and screws. Of other iron industries there are one manufacturer of scales, one of turbine water wheels, four wire workers, and two boiler makers.

The aggregate of business done by all grades of iron workers during the year 1892, was \$8,460,000.

There are six large lumber dealers in Lowell, four manufacturers of boxes, five of doors, sashes and blinds, one of coffins, one of bungs, one of clamps and screws, seven of furniture, two of refrigerators, two of stairs, one of tanks and vats, and one of croquet sets. The aggregate of business done by these workers in wood is enormous.

There are no less than twenty-six manufacturers of mill supplies, doing a business aggregating \$3,000,000 per annum.

Of miscellaneous industries such as cash carriers, shoes, etc., the aggregate will not fall short of \$5,000,000. Nor does this include the money turned over in our patent medicine factories. The aggregate of business done in proprietary medicines and perfumes was over \$7,000,000.

During the past two years a large number of the smaller industries have cast their lot with us, and have worked up a business far beyond their most sanguine expectations.

Among the most noteworthy newcomers to Lowell are John Pilling, shoe manufacturer, whose new factory gives room for hundreds of skilled employes; J. M. Stover, another shoe manufacturer, has found his business increasing each month since his arrival in Lowell; A. W. Greeley has established a slipper factory in the vicinity of Hale Street, and his orders have pushed him for more room and more employes. In fact 1893 sees in Lowell a diversified addition of new and paying industries, which help along in the general prosperity of our city.

## CLEARING HOUSE.

YEAR by year the banks are becoming in a constantly increasing degree the accountants of the business transactions of their respective communities, and the work of the clearing houses summarizes the financial operations of the several cities wherein those institutions flourish. In this respect, however, Lowell is uniquely situated, inasmuch as the larger money dealings of her great manufacturing corporations are prosecuted by their treasurers in Boston, with the effect that the reports of the

Lowell clearing house relate solely to the more strictly commercial exchanges resulting in the course of the local retail trade. Nevertheless, Lowell retains her position well in the face of this fact and of the fact that she does not profit by the adventitious aid of speculation, which so largely augments the clearings of more metropolitan cities, nor by the frequent and sometimes fictitious transfers of real estate which swell the totals of certain western places far beyond the actual interchange of cash.



# Lowell Hosiery Company

Manufacturers of Plain and Fancy



For Ladies', Misses and Children.

Special Production==Stainless Fast Black Hose.

OFFICE AND FACTORY==MT. VERNON STREET AND BROADWAY.

This corporation was established and began operation in 1869. Its first officers were C. P. Talbot, brother of the late Governor Talbot, President; ex-Mayor Hocum Hosford, Treasurer; and W. F. Salmon, Manager; all of whom have since died. It is essentially a Lowell institution, almost all of its stock being owned in this city, and it has had connected with it some of Lowell's most prominent men.

This Company, while making a grade of Hosiery suited to the popular purse, have always maintained a high reputation for the excellence of their goods, and were awarded the medal of the Centennial Exhibition of 1876, for their high standard in this respect.

For the past few years the demand has been for

## BLACK HOSIERY

and this Company has been running almost entirely on their Fast and Stainless Blacks. They have had a very large sale on these goods, and, although dyeing all colors, their Fast Black continues to be the bulk of their production.

They take the raw cotton as it comes from the South, and turn it into any color or style of stocking desired. Connected with the mills is a bleachery where, besides their own work, they do the bleaching of several of the other knit goods mills of this city.

The present officials are: Arthur G. Pollard, President; James Duckworth, Treasurer, and W. A. Eastman, Superintendent. The goods are all sold through the well known house of

BLISS, FABYAN & CO.,

Boston, New York, Philadelphia and Baltimore.





# PICKERING KNITTING CO.,


... MANUFACTURERS OF ...

## Ladies', Gents' and Children's Underwear.

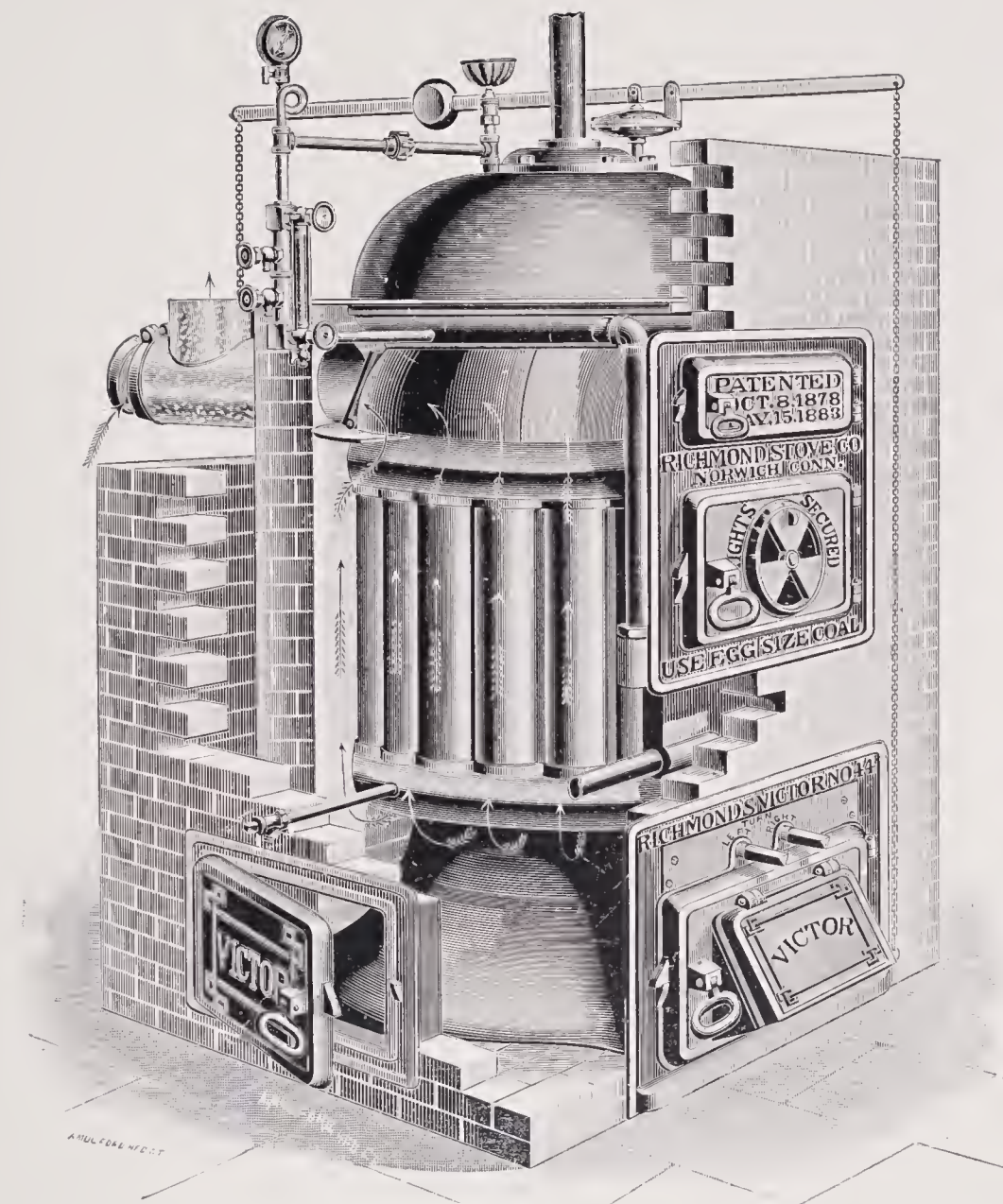
LOWELL, MASS.



PICKERING KNITTING COMPANY.

Among the leading manufacturers of the country none have attained a higher position in their line of business than the Pickering Knitting Co. They are the sole manufacturers of the famous goods so eagerly sought for by consumers throughout the United States. Probably no Underwear of its class is so popular with the jobbers and trade generally as that bearing the well-known trade-mark,  and made by the Pickering Knitting Company, Lowell, Mass.





... THE ...

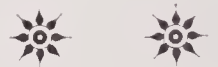
# Victor \* Boiler

Is in use in more houses in Lowell than any other kind. In every house it is giving perfect satisfaction; there . . .

**CAN BE NO FAILURE**

with the VICTOR when the Heating Plant is constructed by us. . . . .

The H. R. Barker  
Manufacturing Co.



90 and 92 Middle Street.

## BARTLETT & DOW,

DEALERS IN . . . . . Builders' Hardware, Mechanics Tools and Cutlery.

MANUFACTURERS OF . . . The "Common Sense" Milk Pails and Milking Tubes.

DEALERS IN . . . . . Agricultural Implements and Farm and Garden Requisites.

IMPORTERS and GROWERS OF Choice Garden, Flower, Vegetable and Farm Seeds.

DEALERS IN . . . . . Mill and Machine Shop Supplies and Asbestos Goods.

IMPORTERS OF . . . . . French and German Toys, Dolls and Holiday Goods.

Nos. 128, 132 & 134 Central Street,  
LOWELL, MASS.



## MERRIMACK WOOLLEN MILLS.

NOTED as is the City of Lowell and adjacent sections of the State for its many and extensive industries, there are no enterprises which have been more successfully conducted, or which have added more to the immense trade centering here, than the Merrimack Woolen Mills, located at Dracut. This important industry was established in 1863 by Mr. Solomon Bachman, the present proprietor, and Mr. August Fels as agent, and for thirty years under Mr. Fels' able management the business has steadily increased and extended,

shawls, 12,000 yards of heavy beaver cloakings and 4,000 yards of dress goods per month. In quality, styles and finish, the goods of the Merrimack Company successfully compete with all others of the kind in the markets of the United States, and the demand of the trade for the product of these mills is always fully equal to the facilities for supplying the same. Since 1863 Mr. August Fels has been the efficient agent of these mills, and Mr. Henry L. Newhall has been the paymaster of the concern for the same period. The selling agents are Mr. S. Bachman



MERRIMACK WOOLLEN MILLS.

until it is now one of the most important industries of this great manufacturing centre. The buildings are large and substantial structures, equipped throughout with the most improved machinery and appliances for the manufacture of dress goods, shawls and cloakings, and twenty sets of woolen machinery and eighty-three broad looms are in constant operation, the power being supplied both by steam and water. A force of four hundred and fifty hands is employed in the various departments of this extensive establishment, and the output aggregates 8,000

and Mr. Herman Adler, of No. 87 Worth Street, New York City, through whom the entire product of the mills is distributed to the trade through all parts of the country.

Mr. Bachman, the proprietor of these mills, was born in 1827, and is one of the well known, responsible and successful manufacturers in this section. It is needless to say that the great success of this important enterprise is due to the business ability, energy and enterprise of this representative manufacturer.



FLANNELS,

DRESS

GOODS,

CHEVIOTS.

**Stirling \* Mills,**

. . . LOWELL, MASS. . . .

C. A. R. DIMON, AGENT.

PAUL BUTLER, TREAS.

**U. S. Cartridge Company,**

LOWELL, MASS.

~ MAKE ALL KINDS OF

**Metallic, Pistol  
and Rifle Cartridges,  
and Paper Shot Shells.**

AGENTS :

Wallace & Sons, 29 Chambers Street, New York.

Chas. Sonntag & Co., San Francisco, Cal.

ASK YOUR DEALER FOR THEM.



# Lamson

## Consolidated

### Store Service Co.

MANUFACTURERS

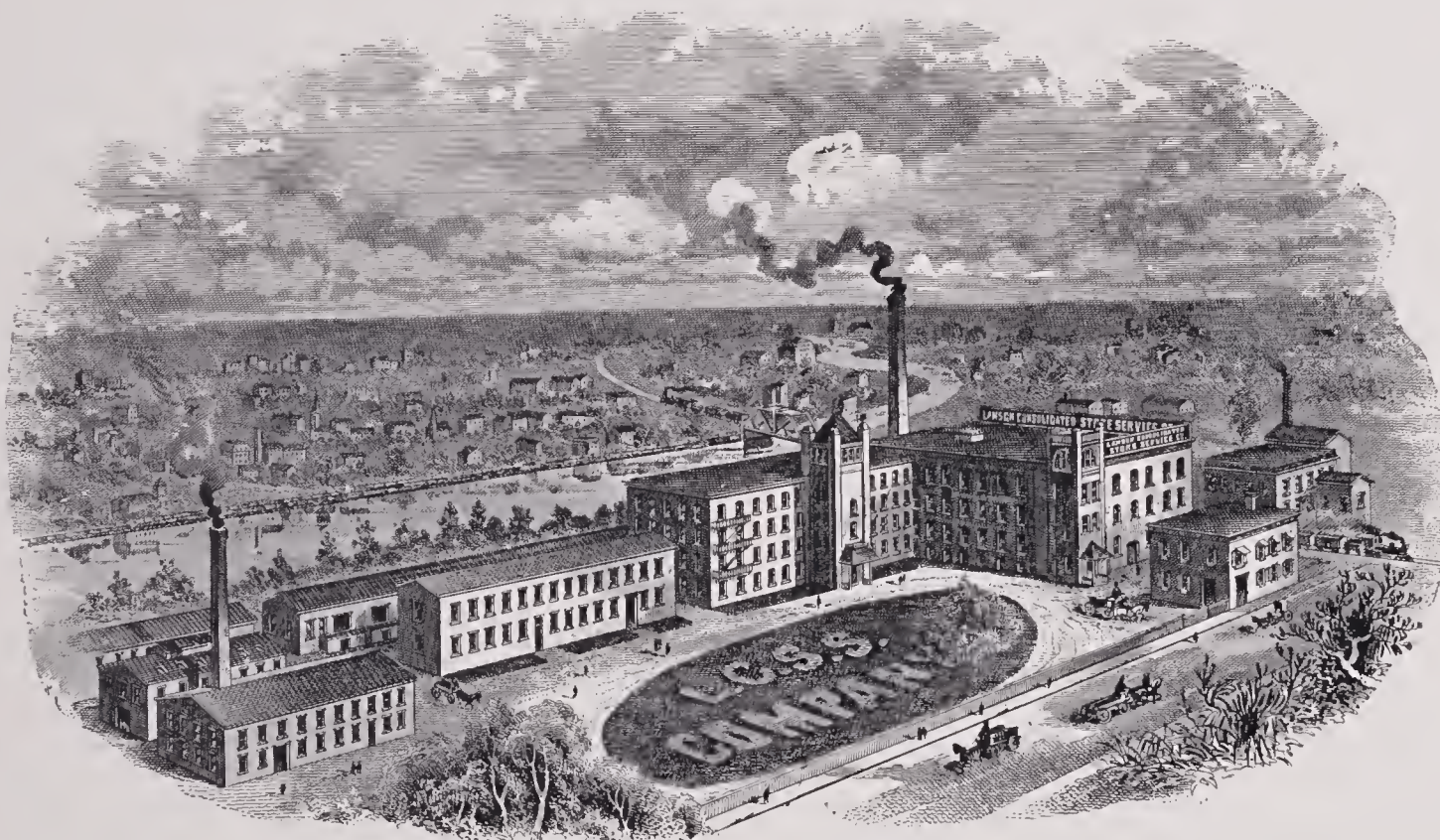
.... CASH CARRIERS, .....

... PARCEL CARRIERS, ...

.. PNEUMATIC CARRIERS, ..

..... COIN TRAYS. ....

Capital \$4,000,000.



Factory--Walker Street, Lowell, Mass.

General Offices--89 State Street, Boston.

OFFICES

IN ALL

PRINCIPAL

CITIES.

HON. FRANK M. AMES, President.

HON. ALBERT C. TITCOMB, Treasurer.

MR. ARTHUR S. TEMPLE, Manager.

MR. FREDERICK A. SPEAR, General Agent.



# THE LAMSON

## CONSOLIDATED STORE SERVICE CO.

Is an outgrowth of the Lamson Cash Carrier Co., organized in 1881. It was the first company to install

### CASH AND PARCEL CARRYING SERVICE IN RETAIL STORES.

The success that has followed this line of business is phenomenal. The demand for Carriers in both the United States and foreign countries has been so great that the manufacturing facilities, on several occasions have been found inadequate, thereby necessitating additions, until to-day the plant at Lowell, Mass., is considered to be one of the best arranged and equipped in all New England.

The large variety of Carriers manufactured by the Lamson Company enables it to serve not only Retail Stores, but also



Banks, Libraries, Office Buildings,  
Post Offices, Newspaper Offices, &c.



IT HAS ALSO ACQUIRED AN INTEREST IN

AND THE The Meteor Despatch Co.  
Automatic Delivery Co.

BOTH OF WHICH ARE

|                  |                                   |                     |
|------------------|-----------------------------------|---------------------|
| MANUFACTURERS OF | <b>PNEUMATIC<br/>TUBE DEVICES</b> | FOR THE DELIVERY OF |
|------------------|-----------------------------------|---------------------|

• • • • •

CASH, CERTIFICATES, BONDS, OR MESSAGES, IN GOVERNMENT AND  
PUBLIC BUILDINGS, NEWSPAPER OFFICES, BANKING ROOMS,  
DRY GOODS, RETAIL STORES, OR WHEREVER SUCH  
SERVICE MAY BE REQUIRED.

Factory==Walker St., Lowell, Mass.      Principal Office==89 State St., Boston.



The volume of business pursues a steady, healthy growth, and shows no signs of retreating upon the path it has followed during the past few years.

The clearing system began in Lowell, March 22, 1876, as an experiment, and after less than a month's trial, on April 20, 1876, the Clearing House Association was organized under the following officers: Chairman, J. F. Kimball; vice-chairman, G. B. Allen; secretary, A. A. Coburn; clearing house committee, C. M. Wil-

cial depression all over the world, and despite adverse conditions, a showing of almost forty per cent. increase over the figures of four years since! The year following showed even greater gains, a fact which has in it great encouragement for the business people of our city.

The year 1893 shows Lowell's Banks to be as firmly established as any in the United States. The great and almost unprecedented depression during the past few months caused the liveliest apprehension in financial cir-



WEST SIXTH STREET, CENTRALVILLE.

liams, G. W. Knowlton, C. W. Eaton; manager J. S. Hovey. The clearing bank was first the Railroad National, and since then that duty has been performed in rotation. Amended articles of association were adopted July, 1889.

For the year beginning May 1, 1890, and ending May 1, 1891, the clearings were \$38,922,859 03, with balances of \$11,560,908.16. Nearly forty millions of gross exchanges within a year marked by unprecedented finan-

cles, and banks have succumbed in large numbers throughout the country. During it all our local banks have responded to all calls promptly, and while acting in a conservative manner they dealt liberally and fairly with all depositors. To the credit of our people, be it said, that the great financial depression was looked upon in a philosophical way and no semblance of a run was made on any of our banking institutions.



# WOODS, SHERWOOD & CO.,

MANUFACTURERS OF  
WHITE LUSTRAL WIRE WARE.



Bensible Egg Whips and Cake Mixers.



Napkin Rings.



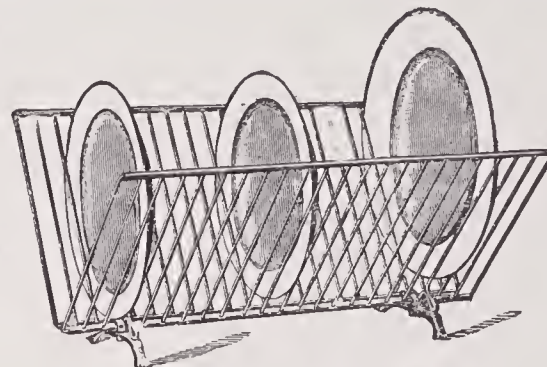
Egg Stands.



ARM CLOSED.  
New Wood Handle Strainers.



ARM EXTENDED.  
New Wire Handle Strainers.



Folding Dish Drainers and Plate Warmers.

**THE BEST, BECAUSE IT IS THE BEST.**



Breakfast Casters.



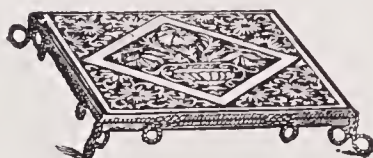
Standard Casters.



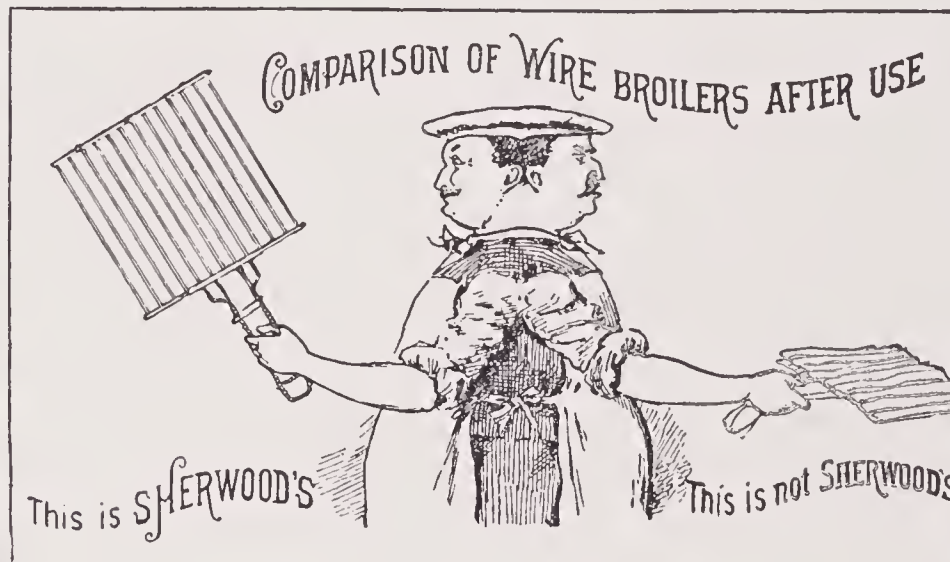
Crown Tea or Coffee Pot  
Stands.



Gem Tea or Coffee Pot  
Stands.



Tile Tea or Coffee Pot Stands.



THE market is flooded with so-called cheap broilers, and hearing many complaints about these trashy goods we offer to the trade a broiler which any dealer can guarantee to his customers to be the best broiler made, and therefore the cheapest.

Our Standard White Lustal Wire Ware has always enjoyed a reputation for superior workmanship and permanent lustre and it is generally conceded that these goods are the best of their kind in the world. We invite your careful consideration of their merits.

WRITE FOR OUR CATALOGUE AND TRADE PRICES.



TRADE MARK.

## WOODS, SHERWOOD

& CO.

LOWELL, MASS.

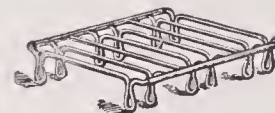
ESTABLISHED A. D. 1861.



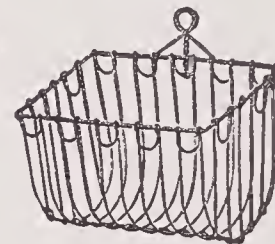
Kitchen Forks.



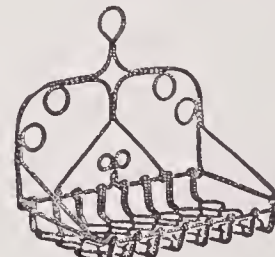
Potato Mashers.



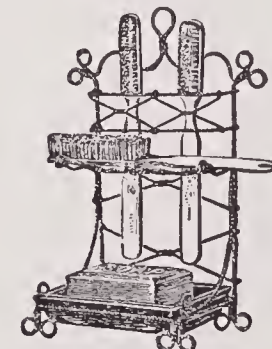
Sad Iron Stands.



Sponge Baskets.



Soap Brackets.



Crush and Soap Holders.

There are a few concerns in Lowell that have developed such enterprise and become so pre-eminent in their several vocations as to have not only made themselves celebrated throughout the country, but at the same time advertised our city as a manufacturing centre in a manner that would otherwise have been impossible. Prominent among such establishments, a high position must always be given to the firm of Woods, Sherwood & Co. During the time which has passed since the establishment of this concern, they have built for themselves a name and reputation for substantial and beautiful workmanship that is co-extensive with the Union. Their specialty is in the manufacture of Sherwood's Standard White Lustal Wire Ware, producing more than two hundred different articles for household use, their goods in this line being favorably known and esteemed throughout all sections of the country and have an immense sale.

The long and successful career of the above firm is a standing proof that first-class goods and square dealing constitute the best possible basis on which to build up a large and growing trade. In conclusion, we must say as a matter of simple justice and without the slightest intention of laudation, that the enterprise of this concern has not only been highly promotive of the industrial thrift of our city, but it has been managed and conducted upon the basis of business principles so honorable and straightforward as to have secured for them an esteem as justly as it is rarely acquired. As regards matters of commerce and business the citizens have nothing of which, as a class, they may be more justly proud than the career of such establishments as the above, of which we can boast a few in different branches of trade.



## BANKS OF DISCOUNT.

OF the National Banks and Trust Companies of Lowell it would be invidious to speak in terms of comparison. All are conservatively managed, paying liberal dividends to stockholders and giving plentiful accommodation to customers. The aggregate banking capital, of \$2,300,000; deposits of \$4,072,546.15; surplus of \$1,158,092.42, appeared to be, at the time of the latest return to the comptroller of the currency, just \$7,531,538.57, -- exclusive of circulation, \$658,750, and certificates of deposit, \$327,345, which being added would produce a sum total of \$8,517,633.35; besides which must also be reckoned the aggregate assets of the savings banks, more than twice as much in addition.

The Appleton Bank was incorporated in 1847, and located in its own building at the corner of Central and Hurd Streets, occupying the site of its present elegant block, which was erected in 1878. This bank has a capital of \$300,000.

The First National Bank was organized under the national banking laws in 1864, with a capital of \$250,000. In 1884 it removed from the old building at the corner of Central and Middle Streets to its own handsome block, 40 Central Street.

The Prescott Bank was incorporated in 1850, being then located at the corner of Central and Market streets, whence it removed in 1865 to occupy its own block at 28 Central street, where it now is. It has a capital of \$300,000.

The Lowell Bank organized in 1828 became in 1865 the Old Lowell National Bank, and under these titles has occupied quarters consecutively as follows: Corner Merrimack and Worthen streets, the old Wyman's Exchange, Shattuck street, the new Wyman's Exchange; and it has recently removed to its sumptuous apartments in the Bowditch building on Central street. Its capital is \$200,000.

The Wamesit Bank, which occupies its own building at the corner of Middlesex and Thorndike streets, was incorporated in 1853, with a capital of \$250,000.

The Merchants Bank occupies the ground floor of its own building, 39 Merrimack street, next west of Postoffice block. Its capital is \$400,000.

The Railroad Bank was organized in 1831, chiefly by Boston gentlemen and stockholders in our great manufacturing corporations. For forty years this bank did the business of the Lowell mills almost exclusively. It was first located at the corner of Central and Hurd streets, then in succession at the corner of Merrimack and John streets, on Shattuck street, in the Carleton block, and recently settled in its own building, 93, 95 and 97 Merrimack street. Its capital was once \$800,000; but in 1885 was reduced to \$400,000, just double what it began business with 54 years before.

The Lowell Trust Company is a late addition to the city's banking facilities, whose doors were opened Feb 9, 1891. It has a capital of \$125,000. The Trust Company is located in the new Donovan building at the junction of Central, Gorham and Middlesex streets, where it has already a thriving business. In connection with the Lowell Trust Company is the Washington Savings Bank, which has won wide favor among our people. The aggregate deposits are large, and the management is wise and conservative.

The Traders National Bank was organized January 4, 1893, at 8 and 10 Middlesex Street, with a capital of \$200,000, Charles J. Glidden being chosen president. It is the first bank to make the innovation—one which the public will greatly appreciate—of continuous banking hours; from 8 A. M. till 4 P. M. This elegantly housed bank has connected with it a Savings Department, open the same hours as above, and Saturday evenings from 7 till 9.

## INSTITUTIONS FOR SAVINGS.

THE savings banks of Lowell are widely celebrated for the remarkable number and character of their depositors and the enormous sums invested on behalf of their busy clients. Lowell has in its savings banks a larger sum, per capita of its total population, than any

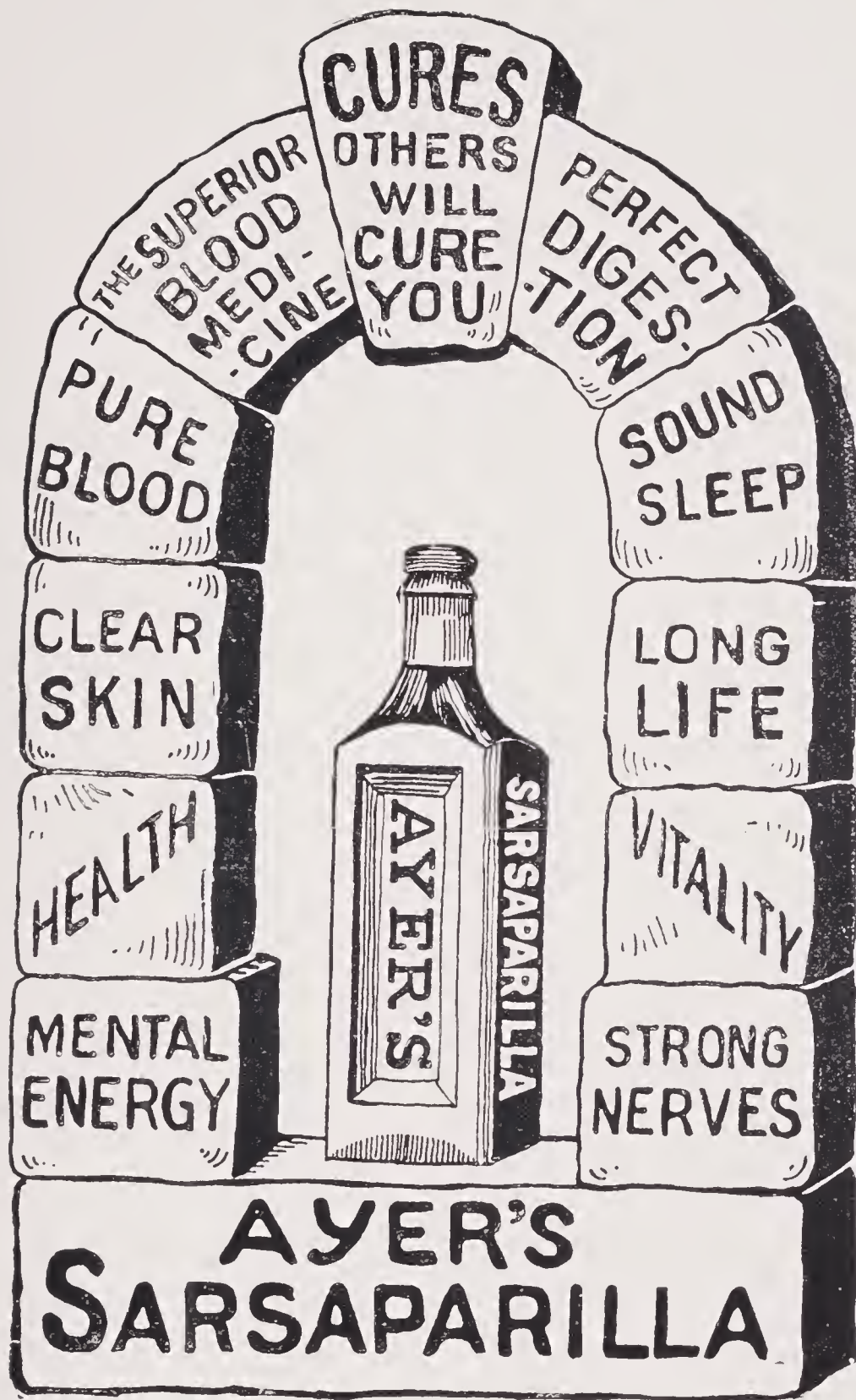
other city in the world. There are 47,853 open accounts, aggregating \$17,636,968.78, or an average of \$353.79 to the credit of every account. This vast total represents a saving of more than two hundred dollars for every man, woman and child in the city; and when it is reflected



# AYER'S

## Sarsaparilla

# CURES



It cures, **because** it purifies the blood; **because** it destroys as well as expels from the human system the poisons which unless removed, produce inflammation and disease; **because** it attacks and breaks up every humor whether it lurks in cell or tissue; **because** it restores exhausted vitality, quickens the appetite, and acts upon every vital function, strengthening those which are weak, vitalizing those which are sluggish, and upbuilding those which have broken down; and also **because** its use makes food nourishing, work pleasant, sleep refreshing, and life enjoyable. **AYER'S** Sarsaparilla will cure you of Scrofula, and Scrofulous Humors. It will cure Salt-Rheum, Eczema, Tetter, Psoriasis, Scald Head, Ringworm, Chronic Catarrh, White Swellings, Rheumatism, Gout, Neuralgia, Female Weaknesses, Diseases of the Stomach, Liver, Kidneys, and Bowels. After Diphtheria, Scarlet or Typhoid Fever, after La Grippe or any other ailment which poisons the blood and prevents rapid recovery, take **AYER'S** Sarsaparilla. You avoid mistake, make no experiment, and take no chances when you buy this medicine. It will do for you the same as it has done for others. Take **AYER'S** and only **AYER'S**.

HAS CURED OTHERS, WILL CURE YOU.

## Ayer's Cherry Pectoral

has no equal for the prompt relief and speedy cure of Colds, Coughs, Croup, Hoarseness, Loss of Voice, Preacher's Sore Throat, Asthma, Bronchitis, La Grippe, and other derangements of the throat and lungs. The best-known cough-cure in the world, it is recommended by eminent physicians, and is the favorite preparation with singers, actors, preachers, and teachers. It soothes the inflamed membrane, loosens the phlegm, stops coughing, and induces repose. **Ayer's Cherry Pectoral** taken for Consumption, in its earlier stages, checks further progress of the disease, and even in the latter stages, it eases the distressing cough and promotes refreshing sleep. It is agreeable to the taste, needs but small doses, and does not interfere with digestion or any of the regular organic functions. As an emergency medicine, every household should be provided with Ayer's Cherry Pectoral.

Prompt to Act, Sure to Cure.

## Easy to Take

and prompt to cure, Ayer's Pills act on the intestines, not by stimulating, but by strengthening them. They promote the natural peristaltic motion of the bowels, without which there can be no regular, healthy operations. They improve the appetite, promote digestion, and as an after-dinner pill, are unequalled. For the cure of constipation, biliousness, jaundice, vertigo, sick headache, indigestion, sour stomach, and drowsiness, **Ayer's Pills** are unsurpassed. They are equally beneficial in rheumatism, neuralgia, colds, chills, and fevers. Recommended alike for the most delicate as well as the most robust. Being purely vegetable, sugar-coated, and quickly dissolved, they are admirably adapted for household use, as well as for travelers by land or sea. Ayer's Pills are in greater demand, the world over, than any other pill, and are recommended by the most eminent physicians.

EVERY DOSE EFFECTIVE.





COLLINS' MILLS.



## M. COLLINS' MILLS.

---

AMONG the many large concerns in New England engaged in the manufacture of textile fabrics, the M. Collins Mills, whose extensive plant is located at Collinsville, in the Town of Dracut, Mass., stands pre-eminent, both in regard to the aggregate and quality of its output. This enterprise was inaugurated January 1, 1877, succeeding the Merrimack Woollen Mills, November 25th, 1876, by the present proprietor, one of the most successful and enterprising among the list of successful manufacturers of this section. The business was carried on in the "Old Mill" until 1885, when the substantial new mill, which was begun in 1884, was completed. The growth of the industry necessitated extensive alterations, and in 1892 the enlargement of the "New Mill" was begun, by the addition of three stories to the entire structure, making the main building, which is two hundred and thirteen feet by sixty feet in area, six stories high, with a weave shed covering a space of one hundred and sixty-five feet by sixty feet attached. The plant as it now stands is one of the most complete in the country. The machinery is of the best and latest designs known to the art, and in their appointments the Collins Mills are all that mechanical engineering can suggest. The machinery is operated by both water and steam power, and a force of three hundred and fifty hands is employed in the works. The product of the Collins Mills comprises Meltons, Ladies' Cloths and Cheviots, and the specialties of the Company are Beavers and Beaver Cloakings of superior quality and finish. In all the markets of the country, the output of this great concern successfully competes with all makes of this line of goods, and the immense trade built up by Mr. M. Collins, the proprietor, is a just tribute to his business worth, energy and judgment.

Mr. Collins was born June 6, 1839, and from earliest manhood has studied to advantage every detail of the manufacture of woollen fabrics, and to his thorough knowledge of the art is largely due his wonderful success. He is a broad-gauge, liberal and considerate employer, and those employed in his works are unanimous in sounding his praise. He enjoys the fullest confidence and regard of his employes, and all recognize him as a friend, true and tried in every emergency.

The Town of Collinsville, named in honor of the proprietor of these mills, is largely owned by Mr. Collins, and in everything relating to the welfare of the people he is ever the foremost and most liberal leader, giving his time and money freely to advance the interests of those in his employ, as well as those otherwise engaged. It is to such men as Mr. Collins that this section of the country owes its wonderful growth and financial prosperity, and in the markets of the country, as at home, he is accounted one of the most prominent and reliable of New England manufacturers. The special qualities requisite to build up and carry on to a successful issue an enterprise of this magnitude are possessed by Mr. Collins in a remarkable degree. Giving to every department of his business his undivided attention, he is able to keep abreast of the times in every detail of style and design, and in every regard the quality of the goods manufactured by the Collins Mills are of standard excellence and finish. The trade is steadily growing and has already attained large proportions, the business being a large factor in the immense aggregate of the trade of this great manufacturing section. This industry is a worthy monument to the skill, tact and business worth of one who has met with large success, because success was eminently deserved.



that but one-half these people are employed in remunerative occupations, it will be seen that it represents an investment of more than four hundred dollars on the part of every working person in Lowell.

During the calendar year ending at the date of the latest return to the state commissioners, there were made 51,308 deposits, aggregating \$3,353,300.71, an average of \$65.35 for each entry, or an average addition of \$77.50 to each account in the course of a year.

The Lowell Institution for Savings was incorporated in 1829, and has been known very generally as the

successor, the present incumbent, was his son, George J. Carney.

The City Institution for Savings was organized in 1847, and has maintained its location ever since at the corner of Central and Hurd Streets. Its first president was Rev. H. A. Miles, succeeded by Rev. D. C. Eddy, Dr. Nathan Allen and Hon. F. T. Greenhalge. John A. Buttrick, the first treasurer, was succeeded in 1875 by F. A. Buttrick, his son.

The Lowell Five Cent Savings Bank was incorporated in 1854. Rev. Horatio Wood was its first presi-



MERRIMACK STREET.

“Old Lowell Savings Bank.” For two years the Merrimack and Hamilton Companies had acted as depositaries for the savings of their operatives, issuing books and paying interest, but when attention was called to the doubtful legality of such beneficence the plan was abandoned and a petition made to the legislature for a savings bank charter. Elisha Glidden was the first president, and he was succeeded in turn by Theodore Edson, John O. Green and Charles A. Savory. James G. Carney was the first treasurer, from 1829 to 1869; and his

successor, holding office until 1885, when, on his resignation, S. G. Mack was elected in his place. The first treasurer, A. S. Tyler, has filled the position since the organization of the bank. The bank occupies its elegant marble building at the corner of Merrimack and John Streets. Its special field is the care of small deposits, being privileged to receive sums less than one dollar.

The Mechanics Savings Bank was organized in 1861, and its only presidents have been Wm. A. Burke and Jeremiah Clark. John F. Rogers was the first treasurer,



William Kittredge Co.,

Wholesale and Retail Dealers in

Anthracite and Bituminous  
American, Camp Creek, English,  
And Ince Hall Cannel

COALS

Wood, Charcoal, &c.

38 Middle Street and 2 Perry Street.  
Elevators, Foot of Pond St., Belvidere.

HENRY J. GATES, Agent.

ESTABLISHED IN 1826.





THE THOMPSON HARDWARE COMPANY.



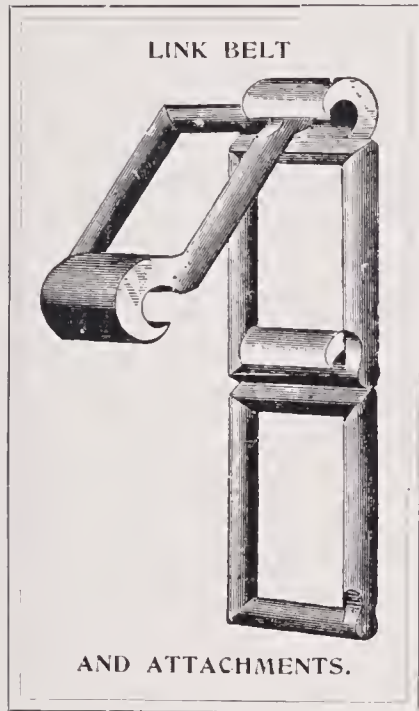
1845—J. ROGERS—1845.

1866—ROGERS, TAYLOR & CO.—1866.

1891—THE THOMPSON HARDWARE CO.—1891.

# The Thompson Hardware Co.,

WHOLESALE AND RETAIL DEALERS IN



## Hardware and Metals,

### MILL SUPPLIES

OF EVERY DESCRIPTION, OF WHICH WE CARRY THE LARGEST AND MOST COMPLETE LINE IN NEW ENGLAND. ALSO,

MANUFACTURERS OF HARDWARE SPECIALTIES.

ESTABLISHED  
... 1840. ...

INCORPORATED  
... 1884. ...

## Talbot Dyewood and Chemical Co.,

MANUFACTURERS OF

ACIDS,  
CHEMICALS,  
AND DYEWOODS.

Nos. 24 and 26 Middle Street, = = = LOWELL, MASS.



## FRENCH AND PUFFER.

THIS firm is one of the oldest established in our city, and to-day its progressive methods are recognized not only in our own city, but throughout New England, where its agents and representatives are well known. The founder of this establishment, Mr. Amos B. French, died a few years since, and his methods and work have been so amplified, that the business of the concern has greatly enlarged, and truly never so flourishing than it is to-day, under the management of Mr. Freeman W. Puffer and Mr. Amos B. Leighton, the latter of whom dates his connection with the firm since the death of Mr. French.

French & Puffer are large importers of crockery, china, glass and plated ware, and are wholesale dealers in wooden ware, tin ware, agate ware, etc., and all their goods have the distinction of being carefully selected in large metropolitan markets, and under the personal supervision of members of the firm. Honest and square dealing have always characterized the firm, and so well is this characteristic known by our people that French & Puffer's word is always as "good as their bond."

During the past year or two the firm has inaugurated a bargain sale for each week of the year, and in this they have had encouraging success. All these bargains are genuine, and it is a policy of the concern not to

furnish any of the articles advertised at the same price after the time for which the bargains were announced. During the past year at least ten thousand dollars' worth of goods, most of them articles of common use, have been disposed of, and no firm in the city more firmly believes in the use of printers' ink than French & Puffer. For the next year the firm have in mind a series of elegant goods that they are to offer as "catch-bargains," and they are to be offered at cost price, many of them under cost. This is one of the many ways in which the firm has gathered friends, and increased business. Probably no con-



cern of a similar character in the state has a more varied assortment in their line of goods than this firm. They buy in large quantities, pay cash for all they get, and then give customers the benefit of the pecuniary advantages they themselves receive.



# DERBY & MORSE,



# ELECTRICIANS.

The Largest Construction House in the City.

They make specialties of Electrical Construction of every description for Electric Lighting and Power.

Rewinding and Repairing of all kinds of Dynamos and Motors.

All kinds of Fans, Electric Bells, Speaking Tubes, Gas Lighting and General Electrical Supplies.

## No. 40 MIDDLE STREET.

## SCANNELL & WHOLEY,



Manufacturers of Steam Boilers, and Steel and Iron Plate Work.



succeeded by C. F. Battles and the present incumbent, C. C. Hutchinson. Until 1889 this bank was associated more or less closely with the Railroad National Bank in its quarters, but since that date has occupied the second story of its own building on Merrimack Street, opposite Kirk Street.

The Central Savings Bank was incorporated in 1871, and from the first Oliver H. Moulton has been its president. Its first treasurer was J. N. Pierce; but the present incumbent, Samuel A. Chase, has held the office since 1873. The bank has its place of business with the Merchants National Bank, where is also maintained a safety-deposit vault.

The Merrimack River Savings Bank was also incorporated in 1871, and J. G. Peabody has been its president ever since. Its treasurers have been G. W. Knowlton, A. J. Flint and Nathan G. Lamson, the latter now holding the position.

The Lowell Co-Operative Bank was chartered April 29, 1885, with an authorized capital of \$1,000,000, and it has been favored with continual prosperity. Twelve series of shares have been issued, and the largest dividend was at the rate of 7 per cent. Meetings are held the first Friday after the 10th of each month, at which the money on hand is loaned to the highest bidders.

## INSURANCE COMPANIES.

FOR nineteen years the only insurance company in the city was the Lowell Mutual Fire Insurance Company, which was incorporated March 6, 1832, its first place of business being on the site of the present building of the Appleton Bank. The office was thence removed to the corner of Central and Market Streets, where it remained forty years; in 1884 it was removed to the second story of the First National Bank block. Luther Lawrence was its first president, succeeded by Elisha Glidden, John Nesmith, Jona. Tyler, Horace Howard, J. B. French, J. H. B. Ayer, J. K. Fellows. Hon. J. C. Abbott, now president, has been in office since 1880, and E. T. Abbott, the secretary and treasurer, was elected in 1883. This company takes no risks outside the city of Lowell, and employs no agents. It pays return profits of 33 1-3, 50, and 70 per cent. on 1, 3 and 5-year policies.

The Traders and Mechanics Fire Insurance Company was incorporated in 1848 as a mutual company, to which a stock department was added in 1854. Both departments were conducted until 1881, when the capital and surplus were divided among the shareholders and the mutual business was continued. Levi Sprague is president and Edward M. Tucke is secretary. This company pays 30, 50 and 70 per cent. return premiums on 1, 3 and 5-year policies.

Out-of-town insurance companies are represented in Lowell by Charles Coburn, H. C. Church & Son, G. W. Coburn & Son, J. B. Coleman, T. L. Dickey, J. M. Dixon, J. M. Kilgore, T. C. Lee, N. W. Norcross & Co., F. W. Sherman, D. Walker, D. C. Wallace, J. B. Swift, C. W. Eaton, E. M. Tucke, E. T. Abbott, E. E. Mansur, F. M. Merrill and others.

## STREET RAILWAYS.

THERE have been no more prominent factors in the recent development of Lowell than the Street Railways. Statistics prove this beyond question of doubt.

The Lowell Horse Railroad Company was organized in April, 1863, with an authorized capital of \$100,000, and a paid up capital of \$40,128.

On March 1, 1864, the lines were opened for business. There was a route from Belvidere to Pawtucket

Falls, and one from the Post Office to Whipple's Mills, via Central Street, was changed to Gorham Street, and a line laid through Middlesex Street to the old Lafayette House. The latest extensions were on Westford and Chelmsford Streets and Broadway.

The Lowell Company enjoyed a monopoly of the carrying business until 1886, when the Lowell & Dracut Company was organized under articles of association, with



# LOWELL AND SUBURBAN STREET RAILWAY CO.

*This Company has increased its track mileage from 6 miles in 1886 to 50 miles June 1, 1893, and changed the whole system from animal to electrical motive power.*

*In addition to operating cars upon all the principal streets of the city of Lowell, it also runs cars to the popular resort, Lakeview, in Dracut, and to the adjoining towns of Billerica and Chelmsford.*

*The plans of the Company contemplate running cars to Tewksbury and Tyngsborough.*

## Lowell Gas Light Company,

Office, 22 Shattuck Street, corner Middle Street.

Commenced lighting January 1, 1850.



CAPITAL, \$500,000.

SEWALL G. MACK, President.

JACOB ROGERS, Treasurer.

D. B. BARTLETT, Clerk.

DIRECTORS—SEWALL G. MACK, JACOB ROGERS, LEVI SPRAGUE, ALEXANDER G. CUMNOCK, EDWARD M. TUCKE, JOHN F. KIMBALL, GEORGE S. MOTLEY

Price of Gas with the discount off for prompt payment, is \$1.10 per 1,000 feet.

Price of Coke, delivered, \$4.50 per Chaldron, cash.

No charge made for the use of Meters. No charge made for running supply pipes from street mains to consumers' cellars. Orders left at the office promptly attended to.



a capital of \$15,000. The line on Lakeview Avenue was built and, after some opposition, the company obtained permission to lay tracks on Bridge Street and enter the city proper.

In 1887, the Company was chartered with a capital of \$100,000, and at once issued \$60,000 in bonds. The following May, the additional \$40,000 was subscribed.

In 1889 bonds were issued for the purpose of making an electrical equipment for the line built to Lakeview. This has a total length of five miles, and conveys the people to the loveliest and best conducted Summer resort in New England.

In March, 1890, the Railroad Commissioners authorized the Lowell & Dracut Company to issue further bonds for \$100,000. At that time it had the routes running from the Post Office Square to Pawtucketville, to Fort Hill Park, to the Lowell Cemetery and to Ward Four, in all  $13\frac{671}{1000}$  miles of track.

The Lowell Company had at the same time  $13\frac{471}{1000}$  miles of track.

On the 20th of October, 1887, the directors of the Lowell & Dracut Company acquired a controlling interest in the Lowell Company.

It was soon found that the convenience of the public would be much enhanced and rapid transit virtually established, and the stockholders agreeing, consolidation was consummated and a new company organized under the title of the Lowell & Suburban Street Railway Company.

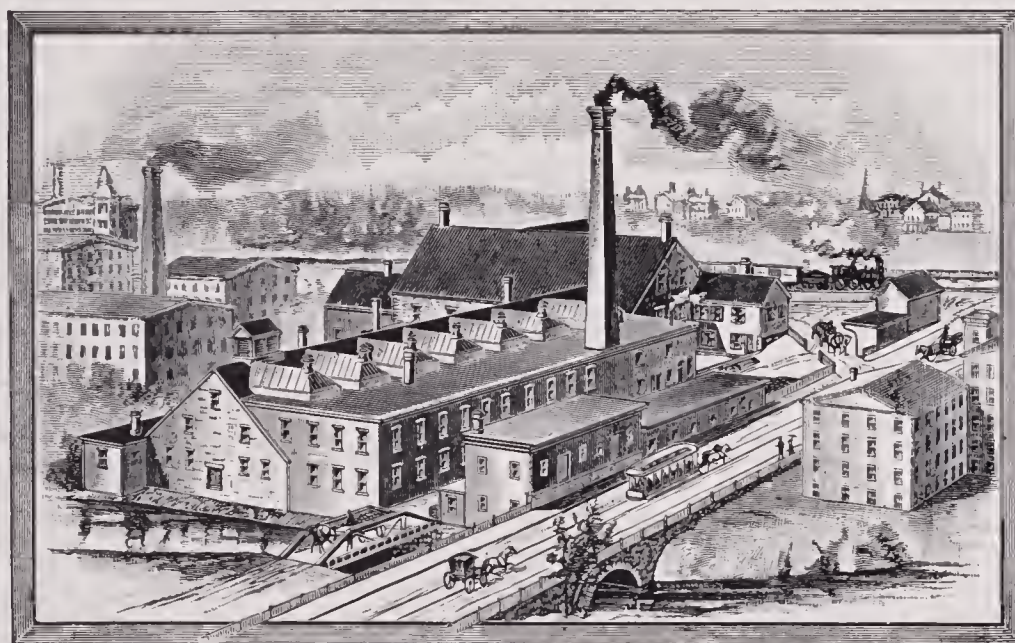
That the Street Railway is a factor in the development of the city is amply proved by statistics.

In looking over the figures, Ward One shows a loss of 2.71 per cent. in population, for the reason that the Street Railroad afforded an opportunity for people to leave that congested district and put houses in other sections.

The figures of Ward Four are the most significant—here, the increase of valuation was 109 per cent.; the increase in population was only 45.10 per cent., while the increase in railway facilities was 520 per cent. It should be said that the increase in valuation is representative of the character of the houses built in this Ward. They are for the most part individual dwellings, and the valuation is therefore of a very substantial character.

The increase in the population in Ward Five is larger than it is in any other ward, while the increase in valuation is the lowest. This is accounted for by the fact that "Little Canada," with its great tenement blocks, offers cheap inducements for French Canadians to live there.

While the increase in population throughout the city has been 31 per cent. in ten years, the increase in dwelling houses has been 41 per cent. This has been possible through the medium of the Street Railway extensions, which have led people to go toward the suburbs and own their own homes. From



AMERICAN BOLT COMPANY.

1880 to 1885 the population increased seven per cent.; Street Railway facilities increased in the same period, 20 per cent.

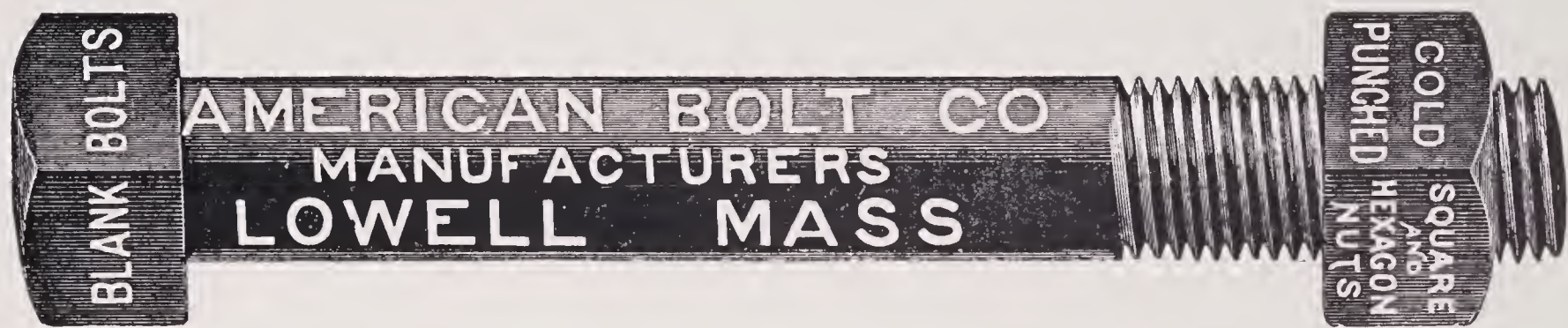
From 1885 to 1893, the increase of population was 22 per cent.; for the same period the increase in Street Railway facilities was 400 per cent., a most remarkable progress, which proves the wisdom of the enterprise which gave the city the railway routes it now enjoys. And that it has been a profitable investment may be gathered from the fact that while the population increased 22 per cent. from 1885 to 1893, the income of the Street Railway Companies increased 400 per cent. in the same period.

The Lowell & Suburban Street Railway Company is the outcome of the consolidation of the two companies.



MILES F. BRENNAN, General Manager.

PERCY PARKER, Treasurer.



## BOLTS OF ALL KINDS



For Cotton and Woolen Mills, Machinery Manufacturers, Engine, Locomotive and Car Builders.  
Truss Rods, Turnbuckles and Building Irons of every description.  
Cold Punched Nuts, Washers, Lag, Cap and Set Screws.

## Special Electric Railway Supplies



Viz.: Insulator Pins, Pole Clamps, Bond Rivets, Safety Hooks, Pole Signs, Eye Bolts, &c.

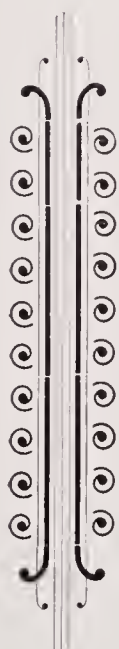
## Whittier Cotton Mills,

Manufacturers of

First Quality Yarns, 3's to 40's.  
Single or Multiple or Twisted, from 2 to  
200 Ends.  
Macrame, Tacking, Bookfold, and all kinds  
of Twines in Gray or Colors.  
Knitting and Hosiery Yarns, and all kinds  
of Bandings and Rope.  
Fine Hose Cords a specialty.

Goods shipped on 5, 7 and 8 in. Spools,  
on Beams, Warper Balls, Skeins, Cones or  
Tubes, Hanks or Creels.

Sold directly from mill at manufac-  
turers' prices.



## BELVIDERE WOOLLEN MANFG. CO.

BENJ. PHIPPS, President.  
CHAS. A. STOTT, Treasurer and Agent.  
CHAS. H. WALKER, Supt. Mill No. 2.

## Flannels and Dress Goods.

SELLING AGENTS:

PARKER, WILDER & CO.,

BOSTON AND NEW YORK.



AGENTS FOR THE  
**PETERS & CALHOUN CO.,**  
 FACTORY, NEWARK, N. J.  
 Branch, 56 Sudbury St., Boston.  
 The Largest Manufacturers of all kinds  
 of Harnesses in the World.

BRANCH  
**LONDON HARNESS AGENCY,**  
 206 Devonshire Street,  
 BOSTON.

AGENTS OF THE  
**ABBOTT DOWNING CO.,**  
 CONCORD, N. H., U. S. A.  
 Manufacturers of the Celebrated  
 Concord Wagons.



102 Sets Single and Double Harness hanging in plain view.

*ROBES, BLANKETS, WHIPS, STABLE FITTINGS AND FURNISHINGS,  
 RIDING SADDLES AND BRIDLES.*

OCCUPYING TWO FLOORS.

**CONANT & COMPANY,**  
 HENRY L. HUNTRESS.

184 and 186 Central St.  
 EDMUND B. CONANT.



ANOTHER OF LOWELL'S PRIZED INDUSTRIES. . . . .



# Magee's Emulsion

Of Cod Liver Oil, Extract of Malt  
with Hypophosphites (Lime and Soda.)

AN UNFAILING REMEDY IN LUNG TROUBLES,  
SCROFULA AND WASTING DISEASES.

PHYSICIANS ENDORSE IT AS THE BEST EMULSION.

A MEDICINE, A FOOD, A STIMULANT, ALL IN ONE.

A NATIONAL REPUTATION IN THE UNITED STATES  
AND BRITISH AMERICA.



MANUFACTURED BY **THE MACEE EMULSION COMPANY,**

LOWELL, MASS., U. S. A.

JOSIAH GATES & SONS.  
MANUFACTURERS OF

## Oak-Tanned Leather Belting

Lace Leather,  
Picker Leather,  
Loom Strapping, etc.

JOSIAH GATES & SONS  
SHORT-LAP  
LOWELL, MASS.  
SHORT-LAP BELTING

JOSIAH GATES & SONS  
STANDARD  
LOWELL, MASS.  
STANDARD BELTING

Worsted Apron Leather  
and  
Worsted Aprons.

RUBBER BELTING AND MILL SUPPLIES.  
137 MARKET STREET, LOWELL, MASS.



Its officers are: E. M. Tucke, president; August Fels, vice-president; Percy Parker, treasurer; P. F. Sullivan, secretary. Directors: E. M. Tucke, A. Fels, P. Parker, P. F. Sullivan, T. Costello, E. A. Smith, W. M. Sawyer, F. W. Howe, S. Bachman, M. F. Brennan and J. Lennon, and its capital stock is \$400,000.

The company has fifty-two miles of track, one-quarter of which is 90 lb. girder rail, one-half 50 lb. T rail, and the balance is 40 and 45 lb. T rail and Providence girder rail. The Lowell and Dracut Com-

best fitted of any in the state of a similar size. All of the buildings are brick.

All the tracks and main lines have been doubled, and Lowell enjoys a fairly rapid service. It cost over \$200,000 to double these tracks and to make the extension from the Bridge Street terminus to the "Yellow Meeting House" in Dracut; from the Middlesex Street terminus through Middlesex Village to North Chelmsford; from the Chelmsford Street terminus to Chelmsford Centre; from the Gorham Street terminus to North Billerica,



FORT HILL PARK.

pany was one of the first to adopt electricity as a motive power. It ran its cars by that force August 1, 1889. It had then eight cars; now it has 122—sixty open cars, forty-two close cars, and twenty trailers.

A splendid power station has been erected and fully equipped, at the corner of Middlesex and Pawtucket Streets, a car house in connection has capacity for 120 cars, and the repair shops, close by, are probably the

and from the Nesmith Street terminus to Phenix. Plans are now being perfected to run to Tewksbury and Tyngsboro. Thus all the manufacturing suburbs are brought into closer unity with the city, and the people in the denser quarters invited to the occupancy of the land that lies between those villages and the city. These extensions add much to the valuation of the city, for the most distant point will be within a half hour's ride of the business centre.



# W. A. DICKINSON,

MANUFACTURER OF

POWDERED,  
SCOURING,  
FILLING,  
LAUNDRY,

## SOAPS.



DEALER IN PRIME TALLOW, CAUSTIC SODA,  
SAL SODA, SODA-ASH AND RESIN.

Works==Corner Howard and Tanner Streets,  
LOWELL, MASS.

1879.

## BOUTWELL BROTHERS,

1893.

... DEALERS IN ...

## Iron, Steel and Heavy Hardware,

AND CARRIAGE WOOD WORK OF EVERY DESCRIPTION.

Burden's Best Iron, Ulster Iron, Norway Iron, Jessop & Firth's Steel, American Steel.

Please write to us for quotations before placing your orders. Shipments made direct from the mill at lowest prices.  
We carry the best selected stock of goods in our line in the city.

Also, *BOUTWELL & COMPANY,*

OFFICE AND STOREHOUSE--39 & 41 SLEEPER ST., BOSTON, MASS.



## RAILROAD FACILITIES.

LOWELL enjoys exceptional railroad facilities. The Boston & Lowell Railroad was projected by Patrick T. Jackson, the founder of our cotton industry, and completed in 1834. It was one of the earliest railroads in the United States.

The Lowell & Nashua Railroad was subsequently built and then followed the Stonybrook Railroad, the Framingham Railroad, the Salem Railroad, and the Andover Railroad.

Lowell is connected with a system which furnishes transportation to every section of the country. With the exception of the Framingham Railroad, all the roads entering Lowell are now part of the Boston & Maine system.

The Boston & Lowell Railroad, or the Southern Division of the Boston & Maine, is twenty-six miles in length. Its terminus in Lowell is at the Merrimack Street Station. It has direct connections with the Lowell & Nashua, the Stonybrook, the Rochester, the Concord, the Northern, the Worcester, Nashua & Portland, the Montpelier & Wells River, the Vermont Central, the Passumpsic, the Claremont & Peterboro, the Concord & Montreal and the Canadian Pacific Railroads. Goods are now shipped direct from our mill yards to the Pacific Coast for China and Japan. Lowell is on the direct line of travel to Canada and the White Mountains.

The Stonybrook Railroad runs from North Chelmsford to Ayer Junction, making connections with the Fitchburg and the Worcester & Nashua Railroads.

The Lowell & Salem Railroad connects Lowell with that port and the intervening cities and towns.

The Lowell & Andover Railroad has its terminus in the Central Street Station. It is a branch of the Northern Division of the Boston & Maine Railroad, having direct communication with Newburyport and the coast towns lying between that city and Portland, Me. At Portland it makes close connections with the Portland & Odgensburgh, the Maine Central and the Grand Trunk Railroads.

The Framingham is a branch of the Old Colony, running from South Framingham to Lowell. It is a direct line to Fall River, Providence and New York, from which places there are two through trains every day. There are three stations in Lowell, one in Central Street, one in Merrimack Street and one in Middlesex Street; the latter is the principal station and has been recently erected. It is perhaps not of the size and importance which Lowell demands. But it is only a precursor of something better, let it be hoped.

The Company has made many recent changes in the Freight department. It has acquired much land in the neighborhood of the Middlesex Street Station, and on the line of Gorham Street has built several spacious Freight Sheds. These, in addition to the Freight Yards in Western Avenue, the yards of the Lowell & Andover Railroad and the newly acquired yards near the Concord River, will enable the Railroad Company to give our local trade a prompt, convenient and efficient service.

The city is a net-work of spur tracks running from the main lines of the mill yards. The Framingham Road also has a spur line running to the industries in Ayer City. On all these numerous lines of railroad there is more or less land that is desirable for manufacturing purposes. The tariff rates are not high and the service is accommodately frequent.

There are twenty-three trains from Boston on the Southern Division, every day, and twelve on the Western Division, a total of thirty-five trains a day from the capital. The number of trains from Lowell to Boston on the Southern Division is twenty-three and on the Western Division, thirteen. There are in all seventy-one trains in the daily service between Boston and Lowell.

There are three daily express trains to and from Montreal and an equal number in the White Mountains' service during the summer season. There are six daily trains to and from Salem; thirty-six daily trains between Lowell and Lawrence, and twenty daily trains between Lowell and Haverhill.



C. F. FOSS & CO.,

CONTRACTORS  
AND BUILDERS.

LOWELL, MASS.

All kinds of Jobbing done at short notice.

Order Box American House.  
Residence 101 Stevens Street.  
Office 14 Post Office Block.

EDWARD N. WOOD & CO.,

Successors to SAMUEL N. WOOD & SON,

Dealers in

Flour,  
Grain,  
Feed,  
Hay.

No. 47 Market Street, opposite Carpet Mills,

LOWELL, MASS.

E. N. WOOD.

GEO. C. EVANS.

W. H. WIGGIN,  
Builder,

DEALER - IN - LUMBER - AND - HAY,

WHOLESALE AND RETAIL.

Corner Willie and Franklin Streets.

Yard, Rock Street.

LOWELL, MASS.



## LOWELL'S HOMES.

LOWELL is most attractively located, and the home sections of the city have each a distinctive name. They are Belvidere, Oaklands, Centralville, the Highlands, Pawtucketville and the Tyler Park.

Belvidere is built upon a hill and is one of the most beautiful sections of the city. It is here that the late Ex-Governor Butler lived, and his house has a most

and picturesque and there are many fine old residences in that vicinity.

Oaklands is a recently opened territory in the region of Belvidere, one of the most attractive of the several residential sections of the city. The territory comprises 165 acres, and is the property of a syndicate consisting of Messrs. Shepard, Russell & Fuller. The larger part



THE NEW POST OFFICE.

charming view of the river as it rushes under the Centralville Heights over the rocky bed of Hunt's Falls. Nesmith Street, named after the late John Nesmith, at one time Lieutenant-Governor of the State, is a beautiful thoroughfare, shaded with fine trees. At the farther end of this Street is the Rogers Fort Hill Park, 200 feet above the level of the city. Andover Street runs along the heights above the river and is lined with beautiful residences. The neighborhood of Park Garden is peaceful

of this territory is situated in Lowell; the rest lies in the Town of Tewksbury.

Fort Hill Park is 200 feet high. It commands an extensive view of the surrounding country. Lying to the east of the Park are two other eminences of similar height. One of these is Belvidere, the other is Oaklands. Oaklands begins in the valley behind the elevation of Belvidere, and extends upward until it reaches a parallel height and overlooks the residence of the late Gen. Butler.



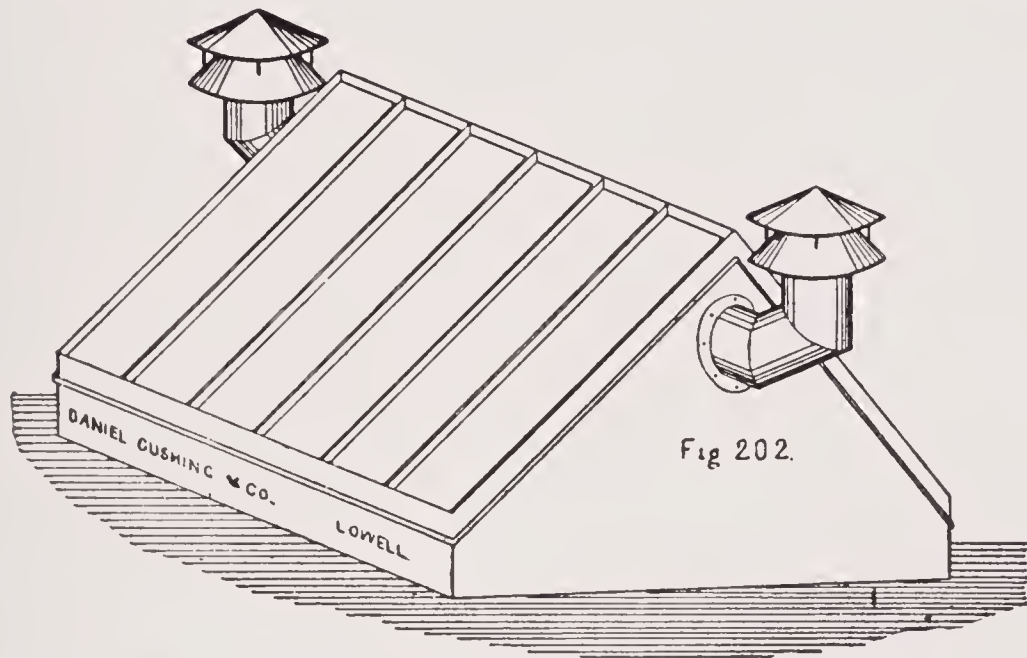
# DANIEL CUSHING & CO.,

MANUFACTURERS OF PLAIN AND ORNAMENTAL

## Galvanized Iron and Copper Work,

CORNICES, WINDOW CAPS, GUTTERS, DOOR HOODS, CONDUCTORS,  
BALUSTRADES, VENTILATORS, &c.

Sheet Metal Work of all kinds for Mills and Factories.



*Estimates for all kinds of Iron Work for buildings will be furnished promptly to parties sending plans or drawings of what they wish.*



### Metal Frame Skylights.

These Frames are so constructed that there is no chance for leakage, or any dripping from condensation, and allowance is made for expansion and contraction, consequently being the best skylight made.

218 MIDDLESEX STREET, LOWELL, MASS.

## A. E. MOORS, Ph. G.

Prescription  
Druggist,

Has one of the best general drug stocks to be found in Lowell.

*Prescriptions a specialty.*

Manufacturer of MOORS' COUGH BALSAM.  
MOORS' DIARRHŒA CORDIAL.

Gorham Street, corner Appleton St.,

Opposite New Post Office.

Eugene C. Saunders,  
**The Belvidere Tailor**  
Fine Custom Work a Specialty.  
79 East Merrimack Street,  
Lowell, Mass.



Here, the view is superb, bounded by the horizon twenty-nine miles distant. On a clear night, the light at Minot's Ledge can be distinctly discerned. Lawrence, the Readings, Danvers and Somerville are in sight, and Tewksbury and Andover are part of the panorama which makes this section so delightful. To the north, glimpses may be obtained of the New Hampshire Hills, and to the south lie the Chelmsfords with their dense woods and the Billericas with their spires and gleaming fields. Two rivers are in sight, the picturesque Merrimack, wending eastward to Lawrence and the sea, and the classic Concord, meandering through the meadows of Billerica. At this elevation the air is cool even in the fervency of summer, and the hill of Belvidere breaks the winter wind before it reaches Oaklands.

The land is a clayey gravel, which makes excellent roads and affords dry and comfortable building sites. Formerly, the hill was covered with a heavy growth of oak, but now it has been stripped with a judicious selection of much of the timber. There are shady groves here and there, and wherever it has been possible to spare a tree on the line of the Avenues it has been spared.

At the crest of the hill, at what was once the Hovey Farm, there is a crescent partially laid out, upon what it was the late Mr. Hovey's ambition to see an Episcopal College established. The present owners, in laying out Holyrood Avenue will follow the lines laid down by Mr. Hovey, marked by him with a row of elms.

On the brow of the hill are two acres of land preserved by Mr. Hovey's will for the accommodation of an Episcopal Church.

This territory is traversed by avenues fifty feet wide and by cross streets. Hanover Avenue goes, straight as crows fly, from Andover Street to the Boston & Lowell Railroad tracks, and is a mile and a half long. Park View Avenue lies parallel and further up the hill.

There are 450 lots, averaging 6,000 square feet each, on this hill territory, and of that number 150 have been sold. A number of beautiful residences have been erected. Many more are in course of construction. The streets are under municipal control, and gas and city water are accommodations enjoyed by everybody. There is a fifteen-minute-electric-car service and the Post Office is only fifteen minutes' distant.

Centralville lies on the north side of the Merrimack

River. It is reached by two magnificent iron bridges over which the street railway passes. The heights of Centralville, on the summit of which the city reservoirs are located, rise 200 feet above the level of the river.

They command a fine view of the lower city, of the surrounding country and the mountains to the north and west.

It is one of the most favored home sections of the city. There are some rare old houses there which stand as monuments to the good taste, the comfort and the hospitality of the early settlers. The Parker, Hildreth, Tucke and McEvoy houses are types of the early day.

On the lower grounds of Centralville the land is level until it reaches the neighborhood of Crescent Hill. Here it rises again, and again the character of the houses change; for while on the low land the tenements prevail, in the high lands the individual dwelling is the rule. The streets are finely shaded with rare old trees.

Twenty years ago, the Highlands was a farming district. There were oak and pine woods upon it fifteen years ago. It is now one of the great residence sections of the city. People who live in the Highlands would not live anywhere else; they say the section excels Belvidere, and perhaps it will when its trees have cast more shade than they do now, for the streets and thoroughfares are none of them more than fifteen years old. The houses here are well separated and green lawns and shady gardens are everywhere the rule. Building operations are very lively in this district; and the men who reside here have erected one of the best Club Houses to be found in New England. The Club has a large and important membership.

The delightful section of Pawtucketville has but recently been opened up to general occupation. It is on the north side of the Merrimack, and through it the river tumbles in the picturesque and rugged beauty of Pawtucket Rapids. The rapids are spanned by a substantial iron bridge from which the view of the falls is one of the most attractive in the city.

The city authorities have laid out a magnificent Boulevard along the river bank in this section, and the improvement brings a great deal of very desirable land into the market. There are some fine residences in this quarter.

The land lying between Varnum Avenue and the Boulevard is owned by Daniel Gage, Lucy Fay, William H. Hill, heirs of Willard Coburn, Mrs. C. A. Green,



# STANDARD BOTTLING COMPANY.

STANDARD IN QUALITY AND PRICE.



DELICIOUS, SPARKLING AND PURE

IS THE

*Highland Club Ginger Ale!*

PLEASING TO THE TASTE,

HEALTHFUL TO THE SYSTEM, IS THE CELEBRATED

*CHAMPAGNE CIDER!*

NO BREAKFAST, DINNER OR SUPPER IS COMPLETE WITHOUT ONE OF THESE REFRESHING DRINKS.

338 Middlesex Street, - - - - Lowell, Mass.

## ANGLO-AMERICAN SORLEY STORAGE BATTERY,

And all Electrical Appliances used in connection with the same,

... MANUFACTURED BY ...

## Eastern Electric Light and Storage Battery Co.

... SPECIALTIES. ...

ELECTRIC LIGHTING,  
TELEPHONE,  
SIGNALING,  
ELECTRO-PLATING,  
STREET CARS,  
ELECTRIC LAUNCHES.

PORTABLE BATTERIES FOR  
PHONOGRAPHS,  
DENTISTS' USE,  
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BANK VAULTS.

Electrical  
Engineers.  
Dealers in  
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Licenses from the Consolidated Electric Storage Company of the Brush Patents.

Office, 37 Market Street.

LOWELL, MASS.

Post Office Box 406.

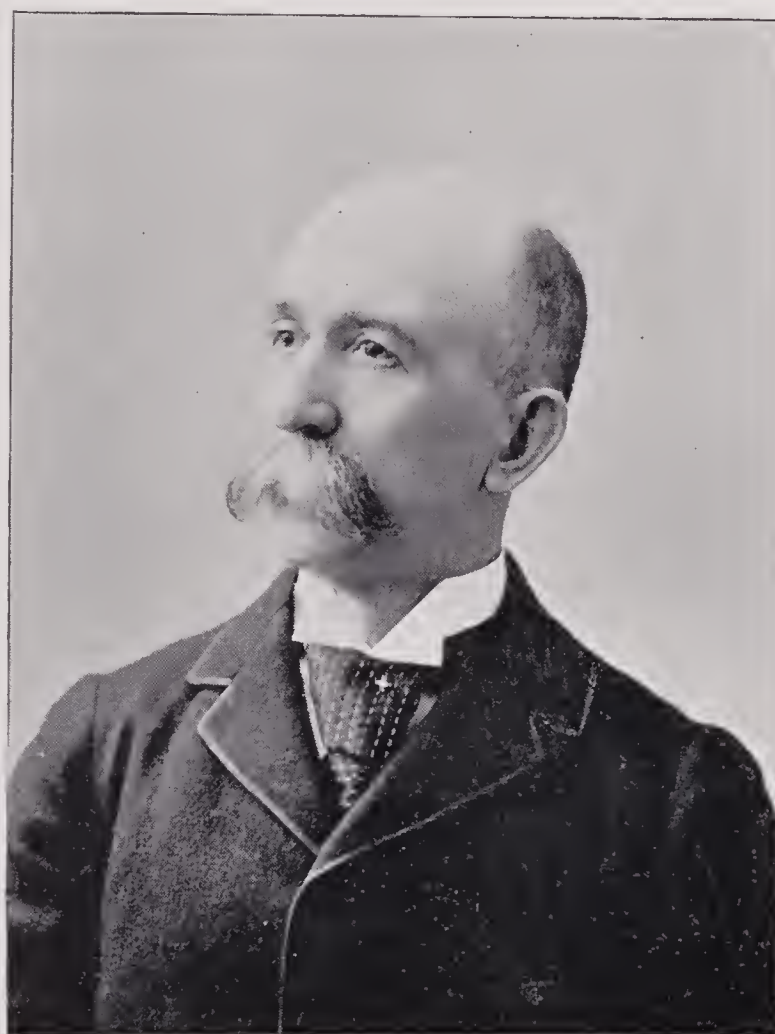


CHARLES E. ADAMS,

LOWELL, MASS.

Hardware, \* Paints, \* Oils,

GLASS, VARNISHES AND MILL SUPPLIES.



MASSACHUSETTS STATE BOARD OF TRADE, CHARLES E. ADAMS, President.

This Association is composed of thirty-two Boards of Trade and Mercantile Organizations, representing the entire state, and is an important factor in promoting the welfare of the commercial and industrial interests of Massachusetts.

Mr. Adams is also interested in electrical matters, being President of the Bradbury-Stone Electric Storage Co., and a director in the Northwestern Telephone Exchange Co of Minnesota, the Cleveland Telephone Co. of Cleveland, Ohio, the Southwestern Telegraph and Telephone Co. of Arkansas and Texas, and a director in the Lowell, Lawrence and Haverhill Electric Railroad, now in process of construction.

He is also a member of the Board of Investment of the Merrimack River Savings Bank; First Vice-President of the National Paint, Oil and Varnish Association; United States Alternate Commissioner to the Worlds Columbian Exposition from Massachusetts.



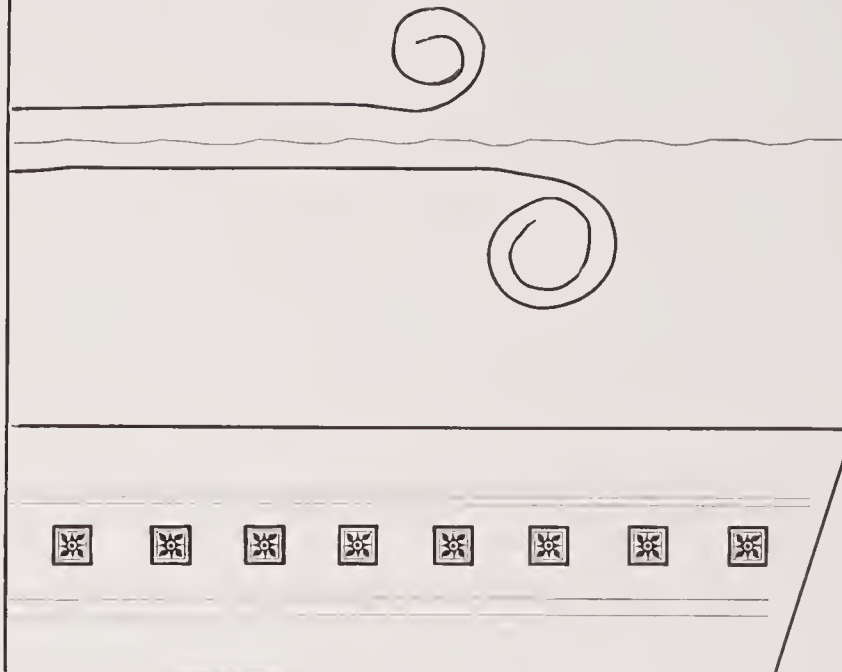
# THE IDEAL STORAGE BATTERY

[Or Electrical Accumulation,]

For Electric Lighting and Power of all kinds.

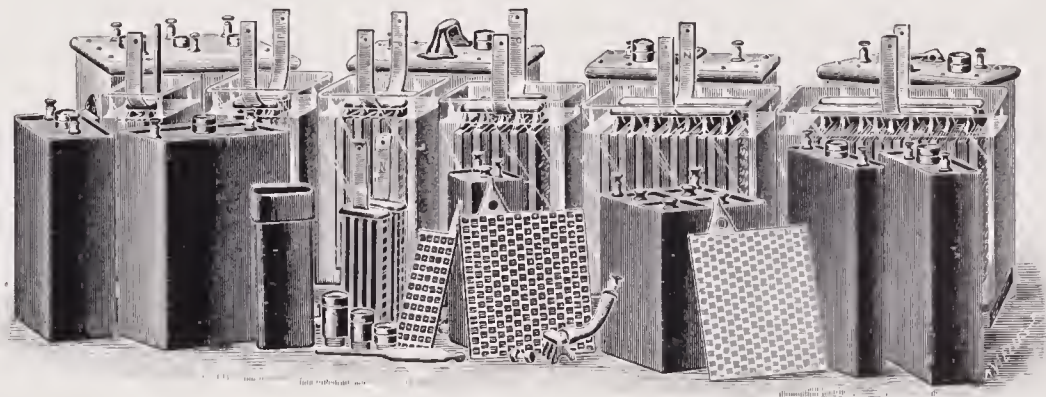
Isolated Lighting and Motor Work.  
Street Car, Launch and Vehicle Propulsion.

Phonograph and Graphophone, Medical and Surgical Use.



## Bradbury=Stone Electric Storage Co.,

LOWELL, MASS.



Office and Factory, 1, 5 & 7 Grand St., Lowell.

Boston Office, 409 Exchange Building.

*President, CHARLES E. ADAMS.*  
*Vice-President and General Manager, H. W. MORTON.*  
*Treasurer, GERRIN B. RANLETT.*  
*Assistant Manager, JOSEPH Y. BRADBURY.*  
*Secretary, FRANK J. STONE.*  
*Electricians, JOSEPH Y. BRADBURY, FRANK J. STONE.*



J. M. Wilson, Dr. George Clement, T. J. Underwood, George L. Goodale, Edward S. Howe. The tract contains from 250 to 300 acres.

The Tyler Park land in Ward Four, just opened up to the public, is one of the most desirable locations in Lowell for a home. Hundreds of house lots have

been sold the past year, and others are ready for sale. These lots are around and about the elegant tract of land presented the city, and in the near future will be one of the most beautiful spots in this section. D. E. Dudley, No. 16 Hildreth Building, has charge of the lots.

## LOWELL'S ILLUMINATION.

A LARGE share of the city's artificial light is still supplied by the Lowell Gas Light Company. This company was incorporated in 1849 with a capital of \$500,000. Its extensive plant is located on School Street near the tracks of the Nashua & Lowell Railroad.

The annual consumption of coal by this company reaches over 20,000 tons, from which are produced 215,000,000 cubic feet of illuminating gas of excellent quality. The gas service of the city is furnished through nearly seventy-five miles of mains reaching well into the

remote residential districts. The exceedingly low price at which the company has been able to furnish gas and still earn for its stockholders handsome dividends, has brought it about that the question of municipal lighting has so far possessed but little interest for Lowell.

The officers of the company are Sewall G. Mack, president; Jacob Rogers, treasurer; D. B. Bartlett, clerk; Sewall G. Mack, Jacob Rogers, James B. Francis, Levi Sprague and John F. Kimball, directors.

## ELECTRICITY.

THE artificial illumination of Lowell, aside from the gas and gasoline lights—the latter in the suburbs only—rests entirely with one large and flourishing body, the Lowell Electric Light Corporation. It is a body which first organized on a small scale and gradually extended its scope so as to entirely control the business of lighting our streets, places of business and even homes, with electricity. The corporation is purely of local origin and Lowell men still control and guide its fortunes. It first organized in 1881 under state laws, with a capital of \$10,000, commencing with two Weston arc light machines, and leasing power from an accommodating saw mill.

A year later, the Middlesex Electric Light Company was formed and established a small plant on Middle Street. The Thomson-Houston system was introduced, and a little later the latter company bought out the Weston Company.

The business increased as the demand for electric lighting became general, and the Middle Street plant became one of no mean proportions. Four years ago, the company reorganized under the name it now bears.

Steps were taken to secure a site for a plant which would fully meet future requirements. A site was secured on the line of the Boston & Maine Railroad, in Belvidere, and operations commenced.

The new station on Perry Street, completed and occupied about February 1, 1891, is designed for 3,000 horse power. There is a main building of two stories in height, with a large boiler room adjoining the easterly end, and a coal shed capable of holding a thousand tons of fuel. The boiler room is 66x96 feet with accommodations for sixteen horizontal tubular boilers seventy-two inches in diameter, seventeen feet long, each containing one hundred and forty three-inch tubes, built by Scannell & Wholey of this city. The boilers are in two rows and between them are the smoke flues, entering a chimney one hundred and seventy-five feet high with a seven foot bore. All pipes from the boilers to the adjuncts are of brass; the steam pipes vary from five to fourteen inches in diameter. The feeding sources are one each of Knowles and Worthington pumps and Hancock inspirator.

The engine room in the main part is 140x45 feet, on the second story, and it contains at present 250 horse



INTERIOR OF G. H. WOOD'S DOUBLE JEWELRY STORE,  
85, 87 and 89 Central Street, Lowell, Mass.,



Where can always be found the finest, the best and the latest. DIAMONDS, Watches, Fine Jewelry, Sterling Silverware, Marble and Onyx Clock, all kinds of Optical Goods, at the lowest prices for reliable goods. Everything as represented or money refunded.

CARD TO THE PUBLIC.

M. F. WOOD, Practical and Scientific Optician.

He has received Diploma from the Medical School, and is prepared to treat the most difficult cases of Astigmatism, Myopia, Hyperopia, Presbyopia, and all compound errors of Refraction and Defects of the Eyes. Eyes tested free. Satisfaction guaranteed in each case or no charge. Call and have your eyes tested by a competent optician. Rooms up stairs especially fitted up for this purpose.

NOTICE.—P. M. SLEEPER, ten years with Waltham Watch Company, has charge of all watch work.

Finest Engraving done in latest and best style by an expert engraver on the premises. Special prices to the trade.

Nos. 85, 87 and 89 Central Street, Lowell, Mass.

S. H. JONES,  
Plumbing, Steam, Gas and Water Fitting,

... DEALER IN PLUMBING MATERIALS, ...

PIPE AND FITTINGS OF EVERY DESCRIPTION.

30 and 32 MIDDLE STREET.

Shop, 265 MIDDLESEX STREET.

LOWELL, MASS.



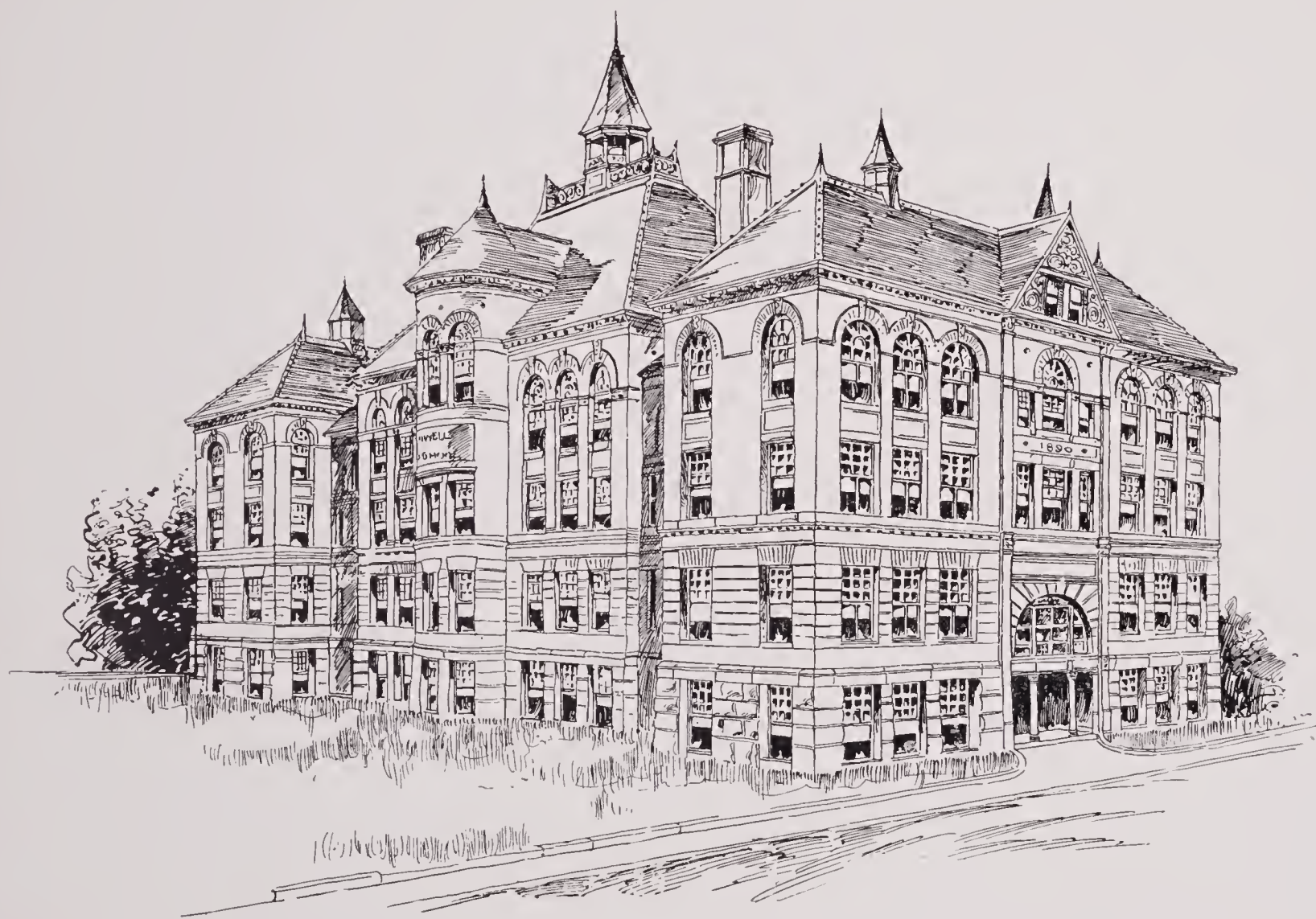
power cross compound Harris-Corliss engine, with cylinders 8x30 inches with thirty-six inch stroke; one 200 horse power Atlas Engine of high pressure; one 500 horse power tandem compound Harris-Corliss engine, with cylinders 22,440 inches and forty-eight inch stroke; also a 300 horse power cross compound condensing engine. There is space for two more engines of large capacity.

The engines are set on heavy granite foundations. Under the engine room there are two Knowles Condensers for the Corliss Engines, a Harris Condenser; an air

two inches face. The belt passes under an idler or belt tightener. Two eclipse clutches forty-eight and fifty inches in diameter are on the journal. Other clutches sub-divide the line of shafting.

The station is wired with okonite and the switch boards and appurtenances are of the very latest and best adapted styles.

The entire construction of the building is of the heaviest and most substantial kind and the Lowell Station is probably the best appointed in New England.



NEW HIGH SCHOOL BUILDING.

pump; a 500 horse power national feed water heater and two smaller heaters. On the ground level on the other side of the building is the shafting room, containing the best set line of shafting in New England. The foundations are of Conway granite, resting on a twelve inch bed of concrete made of broken stone and cement. The main journal bearings are supported on solid granite stands. The main pulley, driven from the 500 horse power engine, is seventy-two inches in diameter by fifty-

The plant has been increased in size and the capabilities for furnishing electrical motive and illuminating power developed to the utmost.

The officers of the company are: George W. Fifield, president; William A. Ingham, vice-president; John H. McAlvin, treasurer and secretary; L. I. Fletcher, manager; directors, G. W. Fifield, W. A. Ingham, J. H. McAlvin, L. I. Fletcher, Lowell; James H. Tolles, Charles F. Collins, Nashua, N. H.; Cyrus Conant, Concord, Mass.



# O'SULLIVAN \* BROS., GET IN THE SWIM!

WHOLESALE AND RETAIL.

## Leather and Rubber Footwear

... OF EVERY DESCRIPTION. ...

Our establishment offers you all the advantages of a metropolitan store—quality, variety, style—selected from the leading manufactories of Massachusetts, New York, New Jersey and Pennsylvania.

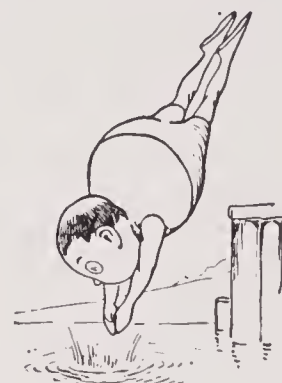
Not every foot that wears a shoe is fitted, any more than every one who wears spectacles have not them adjusted to their sight. But they ought.

WE FIT FEET.

It is our business, have made it a study, have every means to do it with. Don't suffer with tender feet; our time, experience and stock are at your disposal.

Wedding and Fancy Ball Slippers made to order, if necessary, in 48 hours.

O'SULLIVAN BROS., 194 & 196 Merrimack St.



STRICTLY IN IT  
ARE ALL WHO GO TO



GREEN'S

For Watches, Jewelry and Silverware,

Pianos, Organs and Sewing Machines.

Watches Cleaned and Main Springs Replaced, \$1.00.

Warranted one year.

All Jewelry Work at lowest prices at

GREEN'S, 44½ Merrimack St.

## Hose, Belting, Packing, Oil and Rubber Carriage Duck and Drill



DOLLS, TOYS,  
TEETHING RINGS,  
RATTLES, BALLS,  
DIAPERS. BIBS,  
NURSERY SHEETING.

... RELIABLE ...

## Rubber Goods Dealers

Special Agents for Cable Rubber Co.,

MANUFACTURERS OF

Carriage Cloths, Firemen's Coats, Wash Aprons,  
Camp Blankets and Macintosh Clothing.

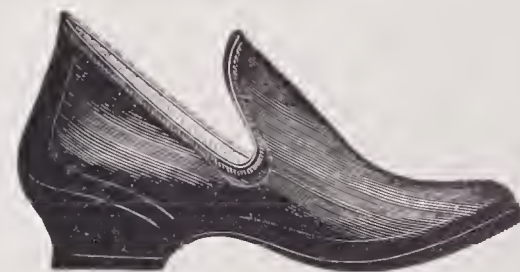
Water Bottles, Invalid Rings, Bed Pans,  
Fruit Jar Rings, Bathing Caps. Syringes  
from 25c. upwards. Door Mats.

☞ Come to headquarters for Rubber  
Goods.

LOWELL RUBBER COMPANY

61 Central Street.

GEO. E. HUTCHINS, - - MANAGER.



THE STORM SLIPPER. TRADE MARK.

MANUFACTURED ONLY BY THE

BOSTON RUBBER SHOE CO.

Our stock of Rubber Boots and  
Shoes embraces all the leading  
styles, to fit any width of shoe.

We will convince you that our  
goods will outwear the common  
grade of Rubber usually sold if  
you will give us a trial.

We have them made to our  
order from the best

Para Rubber Gum,

which ensures the best possible  
wear.



## LOWELL'S TELEPHONE SYSTEM.

THE first record of a petition for leave to erect wires on buildings and on poles for the construction of a telephone system in Lowell came from the New England Telephone Company, March 12, 1878, and was signed by Charles J. Glidden. It was referred to the Committee on Lands and Buildings of the City Council, March 26th of that year. The committee, consisting of H. R. Barker, George F. Scribner, Charles H. Harvey, Robert Goulding and Samuel D. Butterworth, reported in favor of the petition and the petition was granted.

It does not follow, however, that the New England Telephone Company was the first to do business in Lowell. William H. Bent, who was interested in the formation of the early telephone companies, believes the Pioneer Telephone Company, doing business between this city and Boston, was the first company in the field, and that the Lowell Telephone Exchange was the first to accommodate the public. Others say Providence, R. I., opened a telephone exchange about the same time as Lowell.

According to a resident familiar with the business, the Lowell District Telephone Company was organized in 1879, with a capital of \$15,000. The rapid development of the use of the telephone was shown by an advertisement of this company in 1880, in which it was asserted that the company had 500 stations in Lowell and 1,000 in Boston and suburbs. The Lowell Central Office was then at Room 12, Shattuck's Block. W. A. Ingham was president and Charles J. Glidden treasurer and manager.

In 1880, consolidation of the Lowell District Telephone Company was perfected with the Worcester Company, and afterward with the National Bell Company of Maine, under the name of the Lowell District Telephone Company. The capital stock of the new company was \$1,500,000.

In October, 1883, the consolidation of the National Bell of Maine Company, the Granite State, Boston & Northern, Bay State, Suburban and Lowell District Telephone Companies, was consummated in what is now known as the New England Telephone Company. The capital of the new company was \$12,000,000. The officers of that company are: Thomas Sherwin, president; H. S. Hyde, vice-president; W. R. Driver, treasurer; S. W. Leedom, secretary and auditor; J. N. Keller, general manager. J. W. Duxbury is superintendent of District No. 1, which includes Lowell.

W. H. Lincoln is manager of the Lowell exchange of the company. There are about 900 subscribers in the Lowell Exchange, and in addition to the many miles of line which cover the city and surrounding towns, the company has many ex-territorial lines, allowing communication with all the cities and towns in its territory having subscribers.

Of the many citizens who were interested in the organization of the first telephone companies, William A. Ingham, Charles J. Glidden, A. A. Coburn, Loren N. Downs and William H. Bent were the best known.

They also aided in establishing the Erie Telephone Company, which has territory in Ohio, Texas, Arkansas, Minnesota and Dakota. Levi Sprague is president of the Erie Company at present, and Charles J. Glidden, Francis Jewett, A. C. Russell, A. S. Adams, C. E. Adams and J. W. C. Pickering are directors. Charles J. Glidden is secretary and treasurer.

Frederick Ayer, Dr. M. G. Parker and other Lowell citizens are large holders of New England Company's stock. Lowell citizens also largely aided in establishing the Union Telegraph and Telephone Company of Northern New York, and own considerable stock of the company at present.

## PUBLIC SCHOOLS.

THE history of the Lowell Public Schools probably begins when, in 1826, the first school committee of the town established ten new school districts in addition to the Chelmsford School Districts in existence before the incorporation of the new town.

The first School Committee consisted of Rev. Theo-

dore Edson, who justly deserves the title of "father and founder of the school system of Lowell;" Warren Colburn, superintendent of the Merrimack Mills; Samuel Batchelder, a many-sided man of high literary culture, a devotee of science, and, above all, of the highest inventive genius; Dr. John O. Green, who by his constant



# HORACE B. SHATTUCK & SON,

ESTABLISHED IN 1842.

Jobbers and Dealers in

## Hardware and Mill Supplies.

ATHLETIC GOODS,  
INDIAN CLUBS,  
BELLS,  
BOXING GLOVES,  
ROWING MACHINES,  
CHEST WEIGHTS,  
FOILS,  
BASE BALL GOODS.

TYPE WRITERS  
*For sale or to rent.*  
RAZORS.  
PEN AND POCKET  
KNIVES.  
ELEGANT TABLE  
CUTLERY.  
SCALES.  
SAFES.

### Tools, Cutlery, House Trimmings.

34 CENTRAL ST., 10, 14, 16, 18 PRESCOTT ST.

Bicycle Department, . . . 39 Prescott Street.







# The Bowditch

..... 17 Central Street,

**FURNISHED  
ROOMS**.....

In Charge  
of Matron.

Single and in Suite for  
Permanent or Transient  
Guests; Steam Heated;  
Speaking Tubes; Furnished  
Parlor for Use of Guests.

APPLY TO MATRON IN ATTENDANCE.

The Bowditch, owned by Mr. H. B. Shattuck, is one of the handsomest and most substantial buildings in the city. It is constructed of Brick with Freestone trimmings, and is located in the centre of the city. The upper floors are divided and furnished, and the character of its guests shows that the proprietor has succeeded in establishing for it the reputation it merits.

The Burbank (shown on another page) has also been fitted up for same purpose, and has an elevator, bath rooms and electric lights, if desired.

**FOR RENT . . .**

*Offices, Rooms, furnished or  
not, Tenements, Stores, &c.*

Located in Centre or Outside Centre of City.

. . . APPLY AT OFFICE OF . . .

**H. B. SHATTUCK,**

34 Central Street.



# THE BURBANK

No. 37 PRESCOTT STREET.

For Transient or  
Permanent Guests.

## NEWLY FURNISHED ROOMS,

Single or in Suites  
of two or more.

OTIS ELEVATOR, GAS OR ELECTRIC LIGHT, BATH ROOM AND PARLOR FOR GUESTS.

APPLY TO MATRON.

## BICYCLE HEADQUARTERS.

BICYCLES SOLD FOR  
CASH OR ON INSTAL-  
MENTS on EASY TERMS

OUR LINE INCLUDES THE

COLUMBIA  
AND  
STEARNS

As well as other light and durable wheels  
at all prices.

FINELY FITTED REPAIR SHOP  
IN BASEMENT.

.. RIDING TAUGHT. . .

Beautiful, Graceful, and Light-Running

Ladies' Wheels.



## SHATTUCK & SON, 39 Prescott St.

WATCH THE ORANGE RIMS, THEY ARE "THE STEARNS."



# THE CITIZEN NEWSPAPER CO.

---

*... We do more printing than any  
two offices in Lowell. Business is  
always good with us. . . . .*

**PRINTED THIS BOOK.**

*... We are always adding new custom-  
ers, and never lose an old one. This  
accounts for our great success. . . .*

---

31 MERRIMACK STREET.

LOWELL, MASS.

46 MIDDLE STREET.



JOHN TRIPP & Co

Manufacturing

Roll Covers

A.C. Persons.  
S.C. Wood.  
E.A. Mansur.

Manufacturers of  
ALL KINDS OF COTTS  
FOR TOP ROLLS.

Mechanics Mills.  
DUTTON ST.

Lowell, Mass.

STURTEVANT & GALER,



Stair Posts, Rails and Balusters,

Brackets and Columns,

Straight and Irregular Mouldings,

Wood Turning,

Band and Scroll Sawing.

No. 7 WESTERN AVENUE, LOWELL, MASS.

Middlesex Machine Co.,

Contractors for Plants for

Power,  
Heating,  
Drying,  
Ventilation.



Dealers in



Pipe, Fittings,  
Valves,  
Radiators,  
Steam Supplies.

Storehouse and Office. 10 Western Avenue, LOWELL, MASS.



visits to the schools showed his devoted interest to the cause of education, and Dr. Elisha Huntington, a graduate of Dartmouth College, a man of high social and literary culture.

The Town of Lowell continued the district system of schools from its incorporation, in 1826, to 1832, when the graded system now in vogue was adopted. In that year the school board voted to establish two large graded schools after the manner of the graded schools of Boston and Newburyport. To accomplish this object required the erection of two large school-houses at an expense of \$20,000.

first known as the South Grammar School, then as the First Grammar School and finally as the Edson School. The latter name is most appropriate, as the school is one of the two graded schools for which Rev. Dr. Edson so persistently fought.

Joshua Merrill, who began to teach November 5, 1827, was the first teacher in the Edson School, and the principals subsequently were Perley Balch, Ira Waldron and Calvin W. Burbank.

The Bartlett School received its name from Dr. Elisha Bartlett, the first mayor of Lowell.

The Green School was first opened in a brick build-



MASTER BUILDERS' EXCHANGE.

In the town meeting held to consider the most important subject, Rev. Dr. Edson, single-handed, advocated the expenditure, and won by eleven majority. A second town meeting was called to rescind the vote if possible, and Lawrence & Robinson, eminent attorneys, appeared for the opposition. The independent vote had time to do something between the two meetings, and the majority in favor of the change was increased to thirty-eight. The buildings now known as the Edson and Bartlett schools were then erected.

February 23, 1833, the pupils first occupied the building now known as the Edson School-house. It was

ing in Middle Street, and when larger accommodations were needed in 1871 the present elegant building in Merrimack Street was erected at a cost of \$106,000. The school is named in honor of Dr. John O. Green, one of the members of the first school committee.

The Moody Grammar School, established in 1841, was named in honor of Paul Moody, one of the pioneers in the great manufacturing industries.

The Colburn School-house was erected in 1848, and at the dedication, December 13th of that year, Rev. Dr. Edson delivered an address of great historical value.

The Varnum School-house is erected near the site



*OTIS ALLEN & SON,*

*LOWELL, MASS.*

**Lumber and Boxes,**

*Also, Kyanizing Plant for the Artificial  
Preservation of Timber. Capacity of Tanks  
150,000 Feet of Lumber.*

**T. C. ENTWISTLE,**

MANUFACTURER OF

**Patent Warping, Balling, Beaming  
and Dyeing Machinery,**

FOR LONG OR SHORT CHAIN WORK.

PATENT SLASHER OR BEAM WARPING MACHINES, AND ALL KINDS OF  
COMMON EXPANSION COMBS FOR WARPERS,  
BEAMERS AND SLASHERS.

Exclusive Manufacturer of the "LOWE" TRAVERSE CARD GRINDER.

*No. 104 WORTHEN STREET, LOWELL.*

**A. P. BATEMAN,**

Wholesale and Retail Dealer in all kinds

**Western, Canada and Northern**

**LUMBER.**

ALSO, WINDOW FRAMES, SASH, MOULDINGS,  
DOORS AND BLINDS, PINE, CEDAR and SPRUCE  
SHINGLES, CLAP-BOARDS, LATHS, FENCE  
PICKETS, POSTS, &c. DIMENSION and BUILD-  
ING TIMBER A SPECIALTY.

**PLANING, MATCHING AND SAWING DONE TO ORDER**

Corner of Rock and Mt. Vernon Streets,

LOWELL, MASS.

**WM. CLEWORTH & SONS,**

MANUFACTURERS OF

**REEDS.**

Cor. Market and Worthen Sts., Lowell.



of the "Dracut Academy," and was named in honor of Major-General Joseph B. Varnum. The school was opened in 1851 in the upper room of the old Academy Building and the present edifice was first occupied in 1857.

The Franklin School-house was erected in 1840, and was used for grammar school purposes until January 1, 1882, when the Highland School-house was erected. People who did not have confidence enough in the future growth of Lowell looked upon the building as unnecessary. It was only a few years when it was again found

The Pawtucket School was erected in 1884 at an expense of nearly \$53,000. It is the only grammar school house in Lowell which bears the Indian name of its location.

Our High School was first opened in December, 1831, under the principalship of Thomas M. Clarke, now Episcopal Bishop of Rhode Island, in a small building on Middlesex and Elliott Streets. The new High School-house, to which reference is made elsewhere, will be occupied this fall.

Previous to 1885 free evening schools were main-



LOWELL GENERAL HOSPITAL.

necessary to use a portion of the Franklin School building for grammar school pupils. Subsequently a four-room addition was made to the Highland School building to accommodate the pupils.

The Mann School Building was erected in 1838 for grammar school purposes and continued to be used as a day school until September, 1884.

The Butler School, named in honor of Lowell's late distinguished citizen, was erected in 1883, at an expense of about \$56,000.

tained in Lowell by the Lowell Missionary Association. It was decided in 1855 to bring the schools under the supervision of the School Committee. After John A. Smith was elected a member of the School Committee in 1880 he gave evening schools his special attention. When the day school rooms were freely opened for evening school pupils the attendance rapidly increased. In 1885 Mr. Smith was elected supervisor of evening schools, and has rendered very efficient service since. The schools were very largely attended last season.



## PALACE PHARMACY,

*The finest established  
Drug Store in New England.*

Nos. 53 and 55 Prescott Street,

Next door to Electric Car Waiting Room.

☉ *Prescriptions a specialty.* ☉

AND AT THE LOWEST PRICES, NOTHING BUT  
THE PUREST DRUGS USED IN  
THIS ESTABLISHMENT.

*THE BEST ASSORTMENT IN THE  
CITY OF PERFUMERY, FANCY  
AND TOILET ARTICLES.*

## W. H. SPALDING & CO.,

Successors to FISKE & SPALDING,

## Paper Hangings, Window Shades.

Painters' and Artists' Supplies.

House Painting and Finishing.

Paper Hanging and Decorating.

117 Central and 14 Jackson Streets,      LOWELL, MASS.

## Andrews & Wheeler,

FINE GRANITE AND



No. 41 Thorndike Street, side of the Northern Depot,

LOWELL, MASS.

C. H. ANDREWS.  
C. WHEELER.





Three evening classes in drawing were formed in 1872, one in free hand, one in architectural and one in machine drawing. This free institution has continued with gratifying success and with increasing favor.

There are twelve private schools in Lowell. These include the Parochial Schools which have been established under the auspices of four of the Catholic Churches.

A Training School has long been established by the School Committee for the instruction of candidates for

positions as teachers. The principal and her assistants are to report to the Committee on Teachers and Training School as to the aptness and ability of the candidates. Pupil-teachers who fail to receive the required rank can be re-admitted for another trial by a majority vote of the committee on Teachers and Training School. Since the establishment of this school all teachers assigned positions have been graduates of the Training School. This school has been a great success.

## FIRE DEPARTMENT.

LOWELL luck, as touching its continued immunity from extensive loss by fire, is proverbial throughout the state. It is not, however, upon that good fortune alone that Lowell depends for its excellent reputation as touching the safety of its property from extensive fires.

To begin with, the City of Lowell possesses many natural advantages whose presence in the long run cannot but make themselves felt in the small total loss which it suffered annually. With but trifling exceptions, occurring in the safest districts in the city from a fireman's point of view, Lowell has been built upon level ground, a fact that means the gain of valuable minutes in the prompt response of its fire department to an alarm in any part of the city.

In addition to this advantage, the city has, when all its elements are taken into consideration, a water service that will compare only to its own advantage with that of any city in New England. What with its abundant and never failing city service and the almost innumerable canals in the district upon which the city stands, the city presents at every point of its wide extent a supply of water for fire-fighting that is not only inexhaustible, but readily available at any point. This abundance of water and the ease with which it can be handled, has enabled every corporation and manufacturing industry to introduce and maintain at its own expense its own private fire service.

In view of these advantages, the city of Lowell is enabled to guarantee excellent protection from fire to her industries and her residents with what, regarded simply in a numerical sense, will pass as a small fire department. That the size of the fire department is, however, of secondary importance as compared with its system and

activity, is plainly evident in the table of losses which Lowell has to present.

The Active Fire Department of Lowell is made up of six steam fire engines, including two new and large machines which have been recently added.

Around the Central Fire Station, in the very heart of the city, the other houses have been stationed so as to be as nearly equi-distant in their directions as possible. In the handling of its heavier apparatus, the department has wisely introduced the three-horse hitch, with excellent results in the matter of running time.

In addition to the steam fire engines and their full equipments, the department comprises five hose companies, whose houses are so disposed as to form a larger circle outside that in which the steam engines are located. The most recent improvement in this part of the fire service has been the disbanding of the old hand-line companies and the replacing of them by house companies with all the latest equipments.

The department has four hook and ladder companies, whose equipment includes a heavy Babcock truck and extension ladder; two chemical engines, and a protective wagon which responds to all alarms and is provided with a full equipment of extinguishers, folding ladders, covers, a Spencer canvas chute and a Dixon arrow gun. A water tower has recently been added to the apparatus, and this cannot fail to prove a most valuable addition. The work of this company since its introduction into the department has been remarkable for its effective promptness in response to alarms, and for the extent to which its efforts have prevented damage by water in small or badly located fires.

The steamers of the department are manned by com-



# Cleveland Thread Tire and Rim

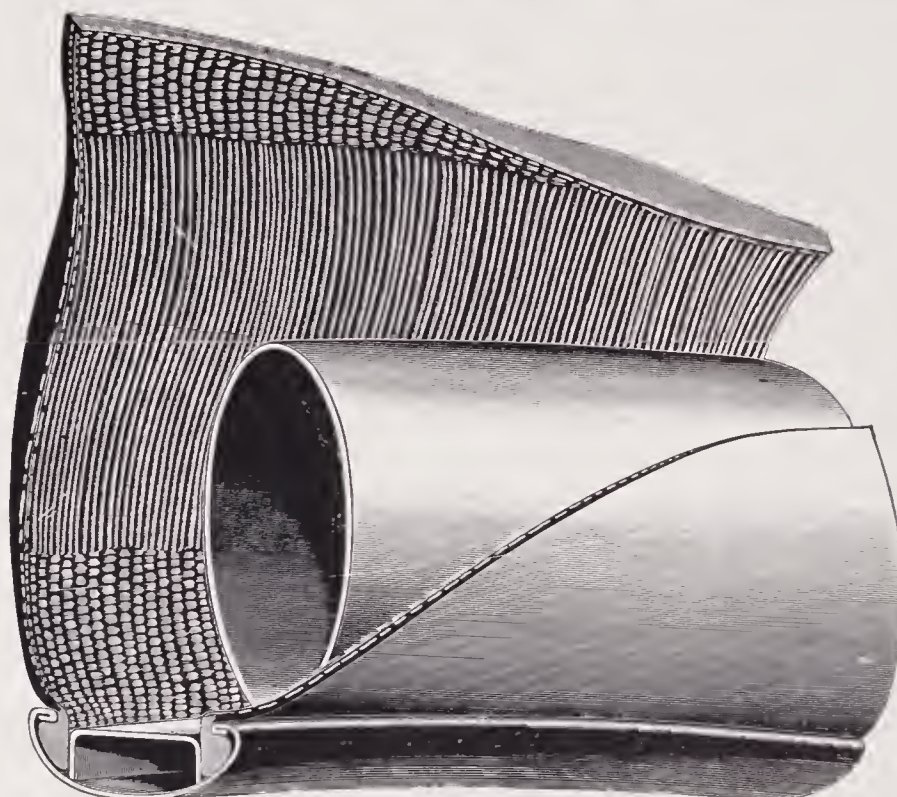
CLEVELAND  
POINTS OF  
EXCELLENCE,



TIRE  
RIM and  
BEARINGS.



Puncture repaired in three  
minutes by a novice.



Local Agent for all leading  
makes of Cycles.



Also a full line of Athletic  
and Gymnasium Goods.



PRICES LOW.

GIVE US A CALL.

O. S. CLOUGH, 7 John St., Lowell, Mass.

JAMES H. READY,

PIPE  
ESCAPES  
A  
SPECIALTY.

MANUFACTURER OF . . .

Steam Boiler  
And General Plate

**IRON WORK.**

LOWELL, MASS.

Wm. H. Carter,

Dress Goods  
and Cloakings,

No. 19 Congress Street,  
LOWELL, MASS.  
Post Office Box 115.



panies of twelve, five of whom are permanent firemen. The hose companies are composed of nine men each, three of whom are permanent. The hook and ladder companies have three, five and eight permanent men, respectively, with full companies of ten, twelve and thirteen members. The protective company is made up of five permanent men. The apparatus of the department is well housed, being, with the single exception of the hose carriage house in Ayer City, provided with substantial brick buildings, for the most part new, and in all cases fitted with the latest improvements for the work of the department. The Central Fire Station, erected at a cost of nearly \$65,000, is justly regarded as a model of its kind, in the possession of which the city may well take a pardonable pride.

The house itself is one of most imposing proportions, and is complete in all details. Probably it is one of the most convenient and modern in its appointments of any similar house in New England. The firemen naturally take an interest in maintaining it at its present standard, and we doubt if there is any body of men who show a better appreciation of property left in their charge than the men of the Central Fire Station. Here the headquarters of the signal service is located, and this department, by the way, is one of the best equipped in the State. It is well managed, well looked after, and the result is a most admirable and effective service.

The Fire Alarm Telegraph Service consists of ninety-

seven signal boxes with their hundred miles or more of wires, all of which is under the care of an electrician as the head of this sub-department. The Gamewell signal service, which has also been recently introduced in the police department, is capable of employment in the fire alarm service.

The record of losses by fire which Lowell has sustained during the last twenty years is indeed an excellent one, and one which signifies vastly more than a mere continuance of good fortune. It means a great deal to the business men of the City of Lowell, for it tends to make them feel a sense of security for the future against the great fire ravages which have laid low so many of our sister cities. Our city is to be congratulated, surely, in this important matter.

The head of this department is Chief Edward S. Hosmer, a fireman who has learned his trade not from books or stories of other men's work, but from an experience of thirty-five years of service in the department of which he is now the head. Mr. Hosmer was born in Lowell in 1838, and first joined the department in

May, 1856. Excepting a period of three years, he has since been in continuous service in the department. He was made assistant engineer in 1872, and was first appointed chief of the department in 1885, holding that position for two terms of one year each. Mr. Hosmer was again appointed chief of the department in 1888, the term of office having been changed from one to three years.

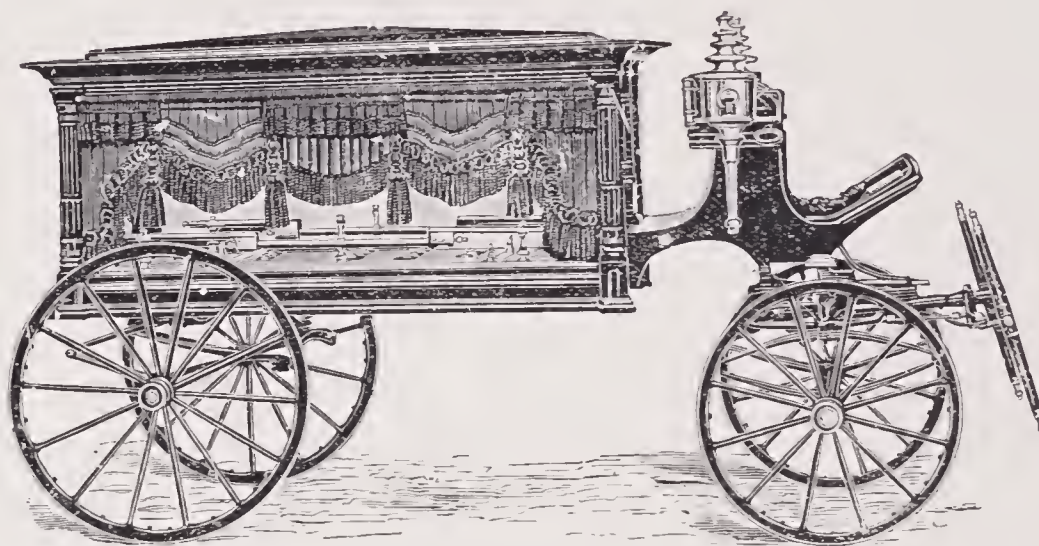




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## POLICE DEPARTMENT.

THE organization of the Police Department upon its present basis came necessarily and naturally with the incorporation of Lowell as a city, in May, 1836. The city employs a large and well disciplined force, which performs its work with the aid of more than a fair share of the equipment and conveniences of modern suggestion. The Headquarters of the Police Department, together with its Court, a City Dispensary and the offices of one or two minor city officials, are located in the Market Building on Market Street, one hundred yards from Central, at the very heart of the city. A part of this building was formerly used as an armory and the rooms vacated by the military companies have been utilized to provide recreative and sleeping accommodations for the members of the force.

The department is conducted in accordance with the regulations of the civil service, and the force is made up in a large degree of young and active officers reduced to a fine state of discipline and efficiency under the guidance of the higher police officials who have made police work a life-long study.

As a general characteristic the administration of the police department of Lowell is energetic and at the same time governed by a wholesome conservatism that rarely allows and never countenances any course of action which places the department in a false light.

Among the other good qualities the department is possessed of a remarkably successful detective force, the

services of which are of such a nature as to inspire a wholesome fear in the minds of such evildoers as may come within its jurisdiction.

The Police Telephone and Signal System has already proved of great service to the department, and with the extension of which it is capable, it will serve to put off the time when an extension of the district to be patrolled and a growth of the population will necessitate the division of the city into districts each with its separate station house.

The Police Department as shown by its record for the past year, has never been at a higher point of discipline and efficiency than at present.

Chief of Police Charles Howard is probably one of the most widely known police officials in the State. Mr. Howard was born in Lowell in 1842 and entered the service of the department in 1871. He was appointed sergeant in 1881 and promoted to the rank of captain January 9, 1882. In this capacity he served until March, 1890, when he was appointed deputy chief. He has been chief since 1891.

Chief Howard has ever shown himself an energetic and conscientious officer in the discharge of the duties of the various positions in the service which he has been called upon to fill, and his appointment to the highest office of the department which he has so long and so faithfully served is regarded with complete satisfaction by both political parties.

## WATER WORKS.

THE public water service of Lowell is one of the most important of the municipal institutions. Up to the time of the introduction of the present system of water supply for the city, it had depended upon a supply furnished from the Locks and Canals Company, and from other private sources.

The life of the present system dates from an act of the Legislature of the year 1855. Under this act and still another act of the year 1866, giving additional power, together with the minor acts of later date, the present system of Water Works was constructed. The Board of Water Commissioners was elected and organized January

28, 1870, and the construction of the Water Works occupied about three years under the supervision of this board.

The plan which was finally adopted as the best, when all things were taken into consideration, consisted of a supply from the Merrimack River.

The pumping plant comprises at present two powerful engines, one of which has not only an interesting history, but a proud record in actual service, as well.

In 1872, Henry J. Morris of Philadelphia built an engine for the Spring Garden Water Works of that city, which attracted the attention of the Lowell engineers on



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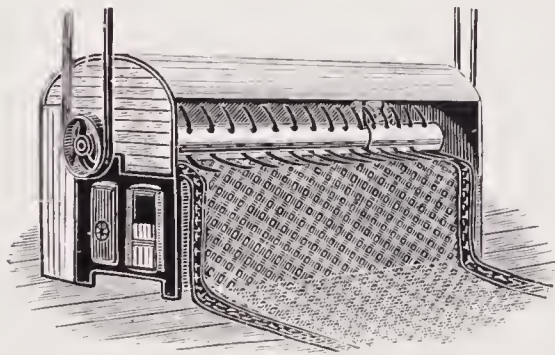
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account of the results obtained from a small expenditure of coal. This engine was guaranteed to raise 75,000,000 lbs. of water one foot on 100 lbs. of coal, but in the tests made far exceeded that strength. The guaranteed capacity of such an engine was five millions of gallons per day, while the daily average consumption of Lowell at that time was only about 500,000 gallons.

Opinions differed as to the advisability of ordering

Mr. Morris built the engine at a cost of \$75,000 to the City of Lowell, and lost \$20,000 by the operation. Shortly after its completion, in the year 1873, the Morris Works were burned and the patterns were destroyed. The Spring Garden engine, after which the Lowell engine was built, has long ago been broken up, leaving the Lowell engine the only one of its kind in existence.

As totally unlike this engine as it is possible, and



HIGHLAND CLUB HOUSE.

so powerful a machine; but in the end the wiser opinion of the engineers prevailed and an order was given for the construction of a similar engine. The original Morris engine was the first high duty engine of any importance that had been constructed in this country; but the Lowell machine was made its undoubted superior by important changes in its valve gear, at the suggestion of one of the Lowell engineers.

still be a pumping engine, is the Worthington engine which stands by its side. The Worthington is a horizontal engine of the same guaranteed capacity as its big neighbor, and was set up as a relief engine in 1877. Its cost was only \$36,000.

The increase in the amount of water consumed each day since the Morris engine was built has been enormous. In 1873, the daily average consumption was

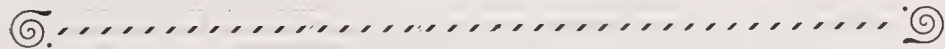




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GEO. A. MURPHY.

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511,474 gallons; in 1876, when the Worthington was introduced it had risen to 1,488,950 gallons; while at the present time it exceeds several millions of gallons. Nine millions of gallons have been drawn from the reservoir in a single period of twenty-four hours.

In accordance with a warning derived from two instances, in which both engines have been temporarily incapacitated for duty and in obedience to a continually increasing demand upon the water supply, the city has added a second Worthington engine of 12,000,000 gallons capacity.

The Water Works comprise two enormous reservoirs located in the highlands of Centralville. The reservoir first built and which has proven itself of sufficient capacity and elevation to supply the whole city, except certain portions of Centralville and Belvidere, is situated on the east side of Beacon Street, at the head of Sixth. The reservoir basin is in itself five hundred and twenty feet long, five hundred and ten feet wide and twenty-four feet deep at high water mark, which is four feet below the top of the embankment. This reservoir contains, at high water mark, 30,000,000 gallons, or enough to supply

the city for a week at its present rate of consumption. The reservoir has a large relative elevation to the main level of the city and an absolute elevation of 181.5 feet.

In addition to this source of the city's supply, a second, or high service reservoir, was constructed in 1881 on the hill above the general reservoir. The capacity of the high service reservoir is 1,500,000 gallons and its elevation 253.5 feet.

With a desire to give her citizens the purest water possible, the city has at great expense had scores of wells sunk on the outskirts which are now in process of connection with the main pipes, and in a short time the new supply will be served. The water has been thoroughly tested both as to quantity and quality, with most satisfactory results.

The Water Works are controlled, in accordance with an amended ordinance of 1888, by a Water Board of five members, to be elected each year, by concurrent vote of the City Council, one from the Board of Aldermen and four others, who shall be citizens holding no other municipal office, one being chosen each year for a term of four years.

## CITY LIBRARY.

WHAT is now known and appreciated as the City Library of Lowell, had its beginning in the City School Library, which came into existence under an ordinance of the City Council, passed May 20, 1844.

The City Library of Lowell is one of the few institutions of its kind which owes its origin solely to municipal action.

Established at first in pursuance of certain resolves of the State Legislature, authorizing cities and towns to establish and maintain school libraries, this institution has, from the opening of its doors on February 11, 1845, occupied a much wider field of usefulness than that which was comprehended in the idea which led to its foundation. In the year 1860, this feature of its existence had become so widely recognized that an ordinance was passed changing the name to that of City Library, which, in the process of incorporation, became changed to the present legal title of the institution, City Library of Lowell.

After one previous attempt in 1878, a nominal annual fee of fifty cents for the privileges of the library was abolished in 1883, and it thus became an absolutely free institution. In the same year the library established its first free reading room, which was followed five years later by the establishment of a special free reading room for women. Both of these adjuncts to the work of the library have been uniformly successful in affording the best of facilities to the large numbers of both sexes who have availed themselves of the privileges thus placed within their reach.

With the accession of Mayor Palmer in 1888, came the final act which made the City Library thoroughly an institution of the people, and removed from it the last trace of the influence of political management and interference. An act of the Legislature passed in that year incorporated a Board of Trustees for the Library, composed of the Mayor, ex-officio, and five other citizens, by him appointed with the approval of the Board of





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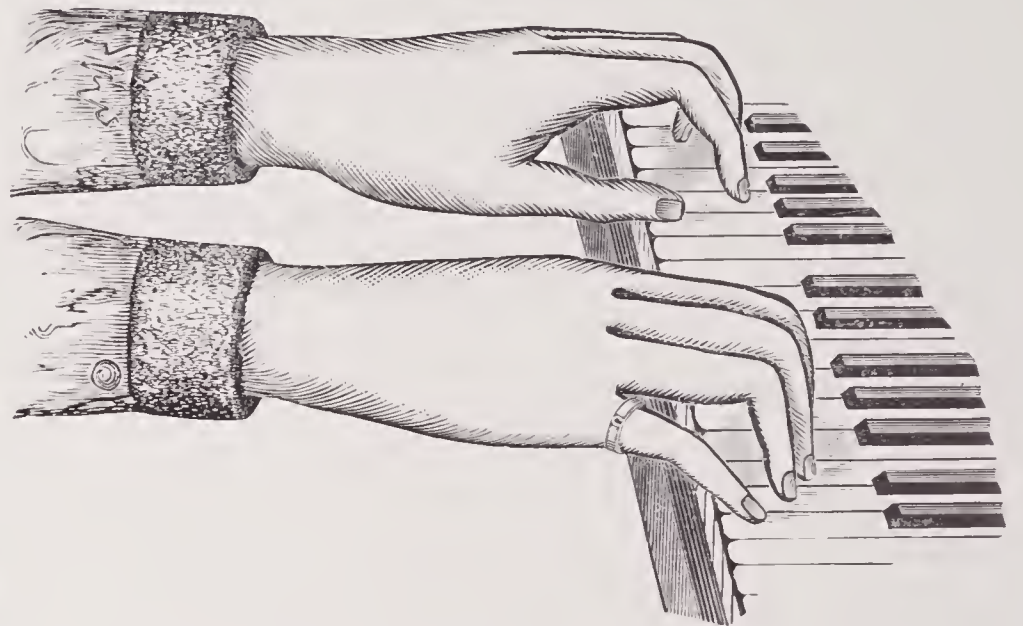
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L. C. C.

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CORRECT POSITION OF THE HANDS.



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Aldermen. To these Trustees, each holding office for five years, one retiring annually, was committed the entire management of the affairs of the library.

In proportion to the development of its advantages, the library has continued to grow in size and usefulness under the guidance of wise selections from among Lowell's most prominent citizens to be its Trustees, until the recent reverse inflicted upon it by the damage from fire to its

considered complete until it should present ample provisions for that need.

The new building erected with the double purpose of commemorating Lowell's dead soldiers and furnishing ample quarters for the City Library, will compare favorably in appearance and appointments with the other library buildings of the state.

The occupation of this new building adds a new



CENTRAL FIRE STATION.

quarters, found it with 45,000 well-selected volumes upon its shelves, including a carefully selected reference library, and an annual circulation of about 115,000 volumes.

For several years the City of Lowell has recognized the pressing need of more commodious accommodations for this most useful of all its public institutions, and no plan for the utilization of the City Hall lot had been

and important element to the usefulness and accessibility of the City Library.

At no time since the opening of this library has its opportunities been so eagerly availed of by all classes. It now stands one of the first libraries in our state and is very ably conducted.



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## GEOGRAPHY.

*Where is Merrimack Street? In Lowell.*

*What is the most important industry on the street? The Goodyear Gossamer Co.*

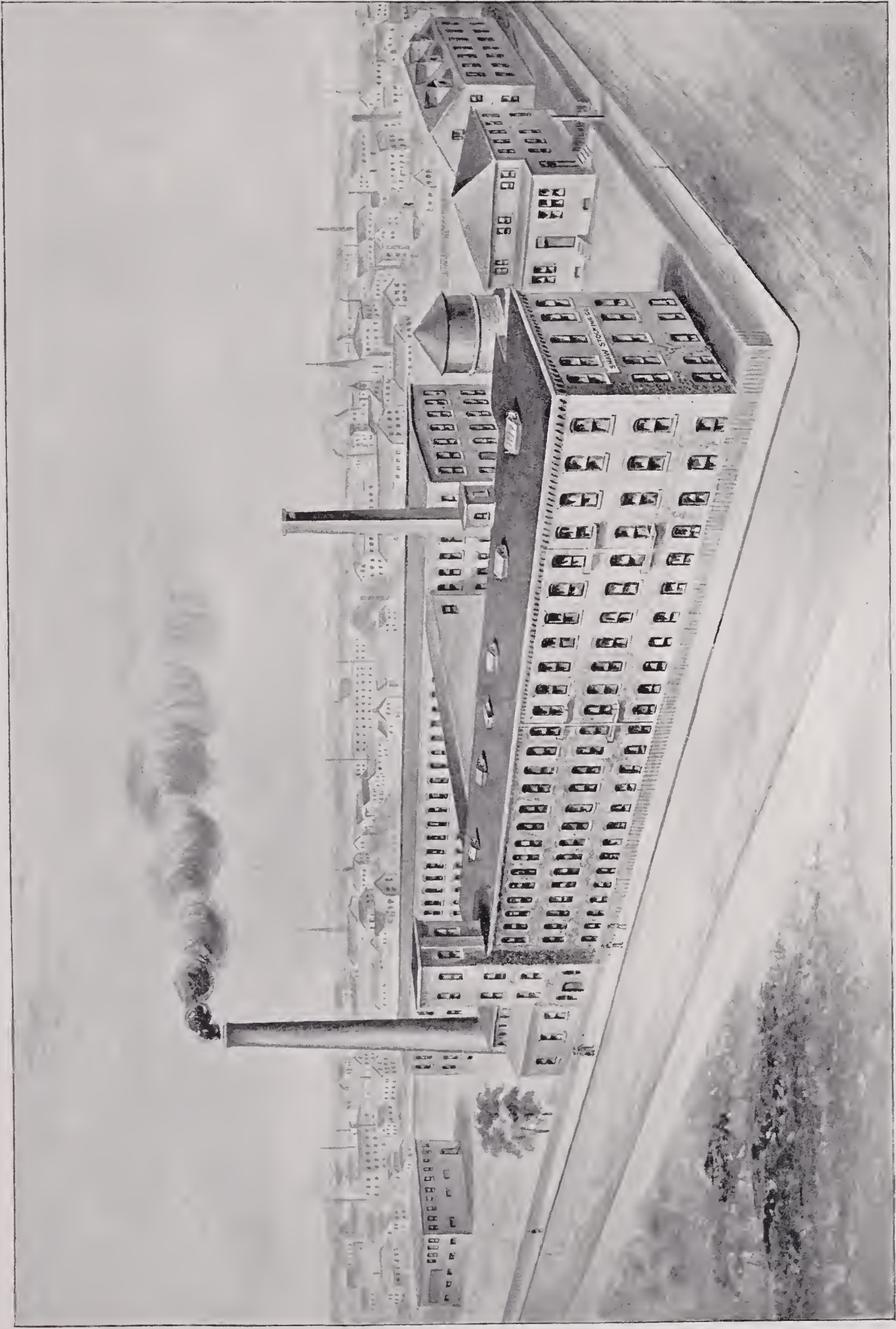
*Where is the Goodyear Co. located? Between Central and Palmer Sts., and bounded by Middle St.*

*What is the number? 66 and 68.*

*Do they sell cheap? Well, "I guess yes." They sell everything in Rubber and at prices that will astonish you, they are so low.*

**S. J. EMERSON, Manager.**





SHAW STOCKING COMPANY.



# Shaw Stocking Company.

THIS great concern, known by its outputs in the markets of the world, was established by the late Benjamin Franklin Shaw, the inventor of the famous Shaw Stocking and Loom, and the business, which has attained vast proportions, was under his management until his death, Dec. 11, 1890, when he was succeeded by the present manager, Mr. Geo. L. Hooper, who for a number of years was in the employ of the company as salesman, and to whom is largely due the wonderful success achieved. The company was incorporated in October, 1877, with a capital stock of \$30,000, and began operations with eight of the Shaw looms in limited quarters on Broadway.

## The Introduction of the Shawknit Goods

marked an immediate revolution in the hosiery trade, and the demand for the goods soon outgrew the facilities for supply, making imperative the increase of productive capacity. In February, 1879, the capital stock was increased to \$160,000, land was purchased, a factory was erected, looms were built and set up, and Jan. 1st, 1880, the new plant was put in operation. In May following the capital stock was again increased, this time to \$240,000, and in May, 1886, was again increased to \$360,000, and extensive additions and enlargements were made; and to keep pace with the demand for the product frequent additions of importance were made subsequently, until 1892, when a new brick mill 251½x75 feet in size, two stories and basement, a new brick boiler house 55x47 feet in size, and a new chimney 150 feet in height were erected. The new mill, built in accordance with the principles of modern mill engineering, high posted and heated by the hot air system, is a substantial and commodious structure and provides for an increase of 50% in production, for which looms are now in process of construction. The dimensions of the old mill building are 40x240 feet, a two story and basement brick structure, supplemented by three buildings 40 x 70 feet and 30 x 80 feet and 50 x 50 feet in dimensions, respectively.

The plant now being completed will employ about 700 operatives, with a capacity of over 4,000,000 pairs of stockings per annum, ranking this as one of the largest mills of its kind in the country. The product comprises fifty different styles and kinds of hosiery for men, boys and misses, made from the best woollen, merino and cotton yarns, in medium coarse, medium fine and extra fine grades, and the facilities of the company are taxed to the utmost to supply the demand for their famous "Shawknit" goods, which for comfort, attractiveness and durability are unequalled in the markets of the country.

## Paradoxical as it may appear,

the only complaint on the part of the trade in regard to the Shawknit goods is, that "**they wear too long.**" So great was the demand springing up in every direction for these goods that an impulse was given to the production of seamless goods in a variety of unsatisfactory forms, and the sale of these inferior goods—inferior in both quality and fit—is enormous, there being so many who have never known the luxury and economy of the Shawknit goods, and who appear to be indifferent as to what they wear on their feet. Merit, however, is telling, and no matter what may be the fate of inferior products, the clearly indicated result with respect to the Shawknit is the "Survival of the Fittest." The genuine goods have the name "Shawknit" stamped on the toe, and no one need be deceived by imitations.

The trade of the company is exclusively with dealers and jobbers, and extends to all markets, north, south, east and west, and among the many notably large contributors to the great aggregate of business in Lowell, the Shaw Stocking Company is recognized as one of the largest and most promising industries.

The valuable patents of Mr. Shaw were unsuccessfully contested in England, where the inventor introduced his looms some years ago, and where they are now extensively used.

The efficient manager of the company is Mr. Geo. L. Hooper, and the Board of Directors consists of the following named progressive and successful business men: President, Frank J. Dutcher; Treasurer and Clerk, Josiah Butler; Earl A. Thissell, J. Herbert Sawyer, Freeman B. Shedd, Geo. A. Draper, E. W. Thomas and W. S. Southworth. The management of the affairs of the company is characterized by that energy and tact which inspires fullest confidence in the continued success and increased usefulness of this great and growing enterprise.



## HOSPITALS.

LOWELL has three well equipped hospitals, the usefulness of which become more apparent as the population increases. The first of these, known as the Lowell, or Corporation Hospital, was established in 1839 for the use of persons employed by the various corporations of the city. The location of this hospital is one of the finest for its purpose in the city, being upon high ground overlooking Merrimack River. The management of this hospital is vested in a Board of Trustees composed of the local agents of the various corporations, together with two other citizens, one of whom shall be the Mayor of the city. Since 1881 the hospital has been in charge of a staff of visiting physicians and surgeons, who give their services gratuitously.

The hospital buildings are commodious and well arranged and furnish ample accommodation for about fifty patients a year, exclusive of its out-patient department established in 1877, which is conducted under its separate staff and which is made accessible not only to the employes of the corporations, but to the general poor of the city.

St. John's Hospital is an efficient institution, established in 1866 by Sister Emerentiana at the suggestion of the Bishop of the Diocese, and operated under the supervision of the order of the Sisters of Charity. From small beginnings, this hospital has grown in size, as it has been obliged to meet the increasing demands upon its services.

The hospital accommodates about one hundred house patients, and treats from four to five hundred patients a year. Three times that number are treated in its out-patient department, which is conducted, as in the case of the Lowell Hospital, under a staff especially appointed for that work.

The hospital is to-day supported by the contributions of the public. It knows no creed nor color; nor are its doors ever closed upon the poor. Of the whole number

of patients treated since it was established, nearly two-thirds have been charity patients. It is to all intents and purposes a City Hospital, and all cases of accident, other than those which occur in the mills, are taken there for treatment. The staff includes the foremost physicians and surgeons in the city, who give their services gratuitously. The institution is of brick, located in Belvidere, and finely equipped.

In connection with the hospital two free dispensaries are maintained. The Lowell Dispensary was incorporated in 1836, and is maintained by a fund derived from private contributions and from membership fees. The annual income of this fund is devoted to the purchase of medicines for the relief of the worthy sick poor.

The City Dispensary, established by ordinance in 1879, is supported by an annual appropriation of \$1000 for the distribution of medicines to the sick poor. Twelve physicians are chosen to serve for one year. In 1889, 1837 prescriptions were compounded. The institution is conducted under the supervision of the Overseers of the Poor.

This department also maintains an efficient ambulance service, with its physician especially appointed. The value of this service has proven itself so great that the City will undoubtedly increase its facilities by the addition of a second ambulance within a short time.

The third and last established of our hospitals occupies a commanding and beautiful site in Pawtucketville, formerly the estate of Miss Fay. It overlooks the city, is lavish in area, and is in every way designed to work out a great blessing to those of our people who may need its succor from time to time. This hospital is peculiarly a people's institution, beds having been provided by individual bounty, and all its interests being cared for by officers elected from among our prominent people. It is one of Lowell's most prominent charities.

## THE CITY OF THE DEAD.

THE "resting places" of Lowell's dead, consecrated spots in our very midst, ever reminding us of the uncertainty of our earthly existence, are six in number, four of them being located on the southerly outskirts of

the city. There have been other cemeteries within its boundaries in the early days of the city, whose small area, becoming encroached upon by the growth of the city, have finally been taken up as residential sites after

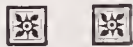


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the cemetery itself has been condemned. Of these the incomplete state of the city's records in the early days has prevented the gathering of statistics relative to the opening of, area, and number of graves in each, making a history of Lowell's cemeteries quite incomplete. Of the early cemeteries, that condemned in 1846, located in East Merrimack, just above the junction of Nesmith and Alder streets, was probably the oldest, and in it undoubtedly were interred the bodies of the pioneers who cleared the land on what is now the city. This cemetery was

originally owning the lots there have been no interments for nearly a decade. At periods a movement arises to have the cemetery condemned, on sanitary grounds, but the opposition likely to arise from lot owners precludes vigorous forwarding of that plan.

The oldest cemetery, of which the opening date is known, is what is now called No. 2 yard, or the Old Lowell Burying Ground, the first grave in which was opened on August 15, 1835. It is located on Gorham street directly opposite the Fair Grounds, and is of lim-



VIEW ON THE MERRIMACK.

condemned by the City Council in 1846, and the last body removed to the Lowell Cemetery in the summer of 1847. Another cemetery, of small area, of whose early history there is no record, is the School Street Burying Ground, containing less than half an acre, which, half a century ago, was used by a few prominent and wealthy families as a private cemetery. With the inception of other places, however, many lots passed into other hands until no more graves could be opened. With the exception of interments in family lots of members of the family

ited area, barely exceeding an acre. There have been but few interments, and those only in family lots, the past decade. For a long period the place was neglected but now its appearance is that of a well kept and carefully looked after garden.

Adjoining it on the south is the Catholic Cemetery, of large area, and beyond it the Edson Cemetery, owned by the city, comprising about fourteen acres of land, extending to the Chelmsford line. This cemetery was opened in September, 1846, after the city had authorized



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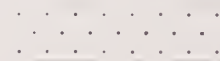
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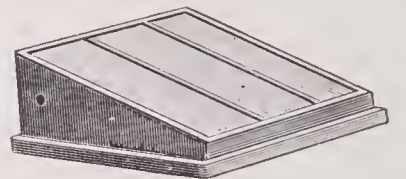
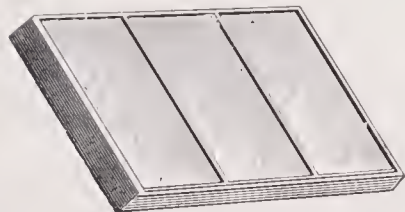


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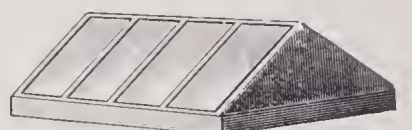
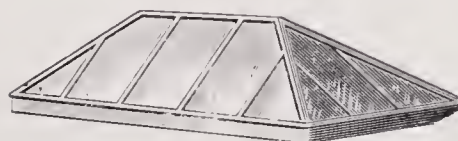
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Dealers in FURNACES, RANGES, STOVES,  
and TIN WARE.

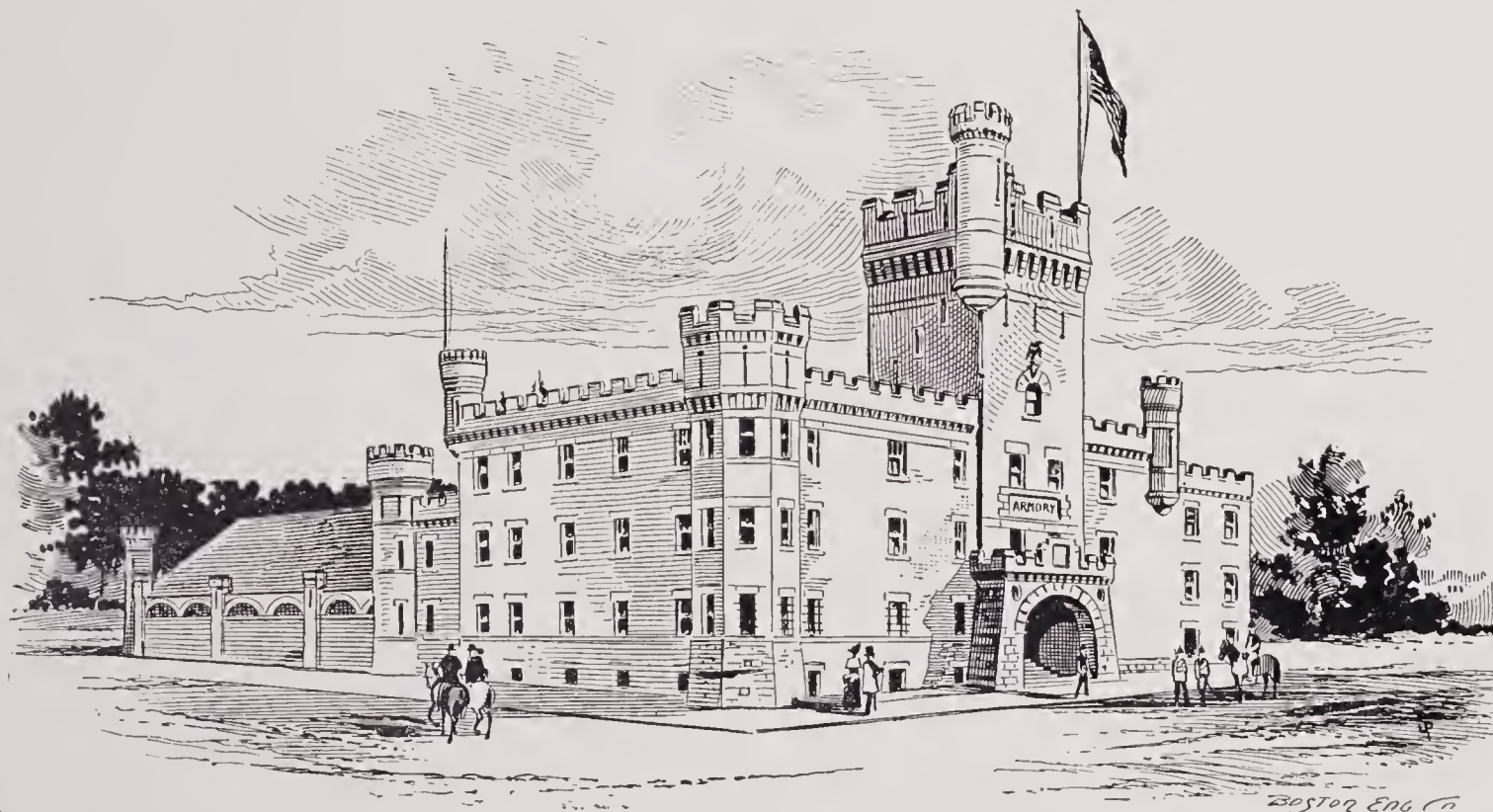




the purchase of a small tract of land. The first interment was in the following December. The Edson Cemetery is a beautiful place, and though the city has not lavished a very large sum upon it, there is a stone chapel of quaint architecture just inside the main entrance. The land is quite level and the careful way in which the paths and avenues have been laid out makes the place pleasing to the eye.

The largest cemetery is the Lowell, with its eighty-four acres of land, at the foot of the southerly slope of Fort Hill Park, the main entrance into which is from Lawrence street, nearly opposite the railway station of

sell and hold real estate, and accordingly nine and a half acres of land were purchased. The new purchase is now being laid out, and it is to have an entrance from Rogers street in Belvidere. The Lawrence street entrance is through a magnificent granite gate, surmounted by a bell presented the corporation in 1886 by Mrs. Hocum Hosford, as a memorial to her husband, the late ex-Mayor Hocum Hosford. There is also the chapel, a structure which in itself adds much to the beauty of the grounds. Among the memorials are many imported statues and designs in carved marble. Among the most notable will be the colossal marble lion, designed and



THE NEW ARMORY.

the Boston & Maine Railroad. In the cemetery are the evidences of the expenditure of a vast amount of wealth. There are magnificent monuments and memorials almost without number, and the natural beauties of the place have been greatly enhanced by the skill of the architect, the engineer and the gardener. The cemetery is owned by a corporation, chartered in 1841, and the management is vested in a board of trustees.

There are about 16,000 graves in the cemetery, and the demand for lots is always vigorous. Last year, by an act of legislature, the corporation was allowed to buy,

sculptured by Mr. Joy in his London studio, and which is to be placed in the family lot of J. C. Ayer.

The officers of the corporation are: Charles L. Knapp, president; John H. McAlvin, treasurer; L. R. J. Varnum, A. A. Coburn, D. M. Prescott, C. D. Starbird, Francis Jewett, August Fels, A. A. Blanchard, C. A. Stott, W. H. Wiggin, H. H. Wilder, G. L. Hildreth and Z. E. Stone, trustees; Robert H. Mulno, superintendent.

The last cemetery to be mentioned is called by the family name of those who are the principal lot holders



E. S. SHERMAN & CO.,

T. F. SEVERANCE,

DEALERS IN

Flour, Grain, Feed,

Hay, Straw, Grass Seed, &c.

SOLE AGENTS for "PILLSBURY'S BEST" FLOUR.

Nos. 29 and 31 MARKET STREET,

LOWELL, MASS.

E. S. SHERMAN.

F. E. LINNELL.

BAKER

No. 275 Central Street.

The business is both wholesale and retail; deals in Crackers of all kinds, Home-Made Bread, Cakes, English Pork Pies, Pastry and Fancy Biscuit.

Mr. Severance is Sole Agent for

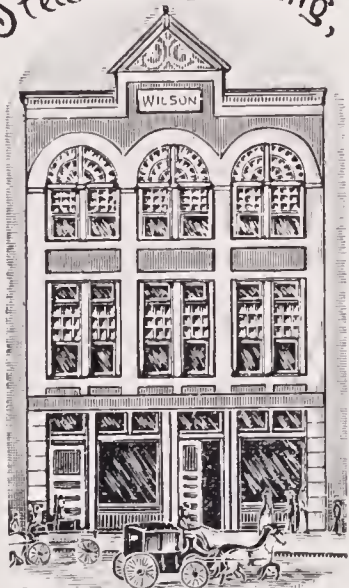
C. D. BOSS & SON'S

CELEBRATED LUNCH MILK BISCUIT.

He has been fourteen years in the business, and in his present location since 1885, and employs 13 hands.

LOWELL, MASS.

Steam & Gas Fitting,



PLUMBING

D. H. WILSON & CO.,

64 and 65 Dutton Street, Lowell, Mass.

PLUMBERS,

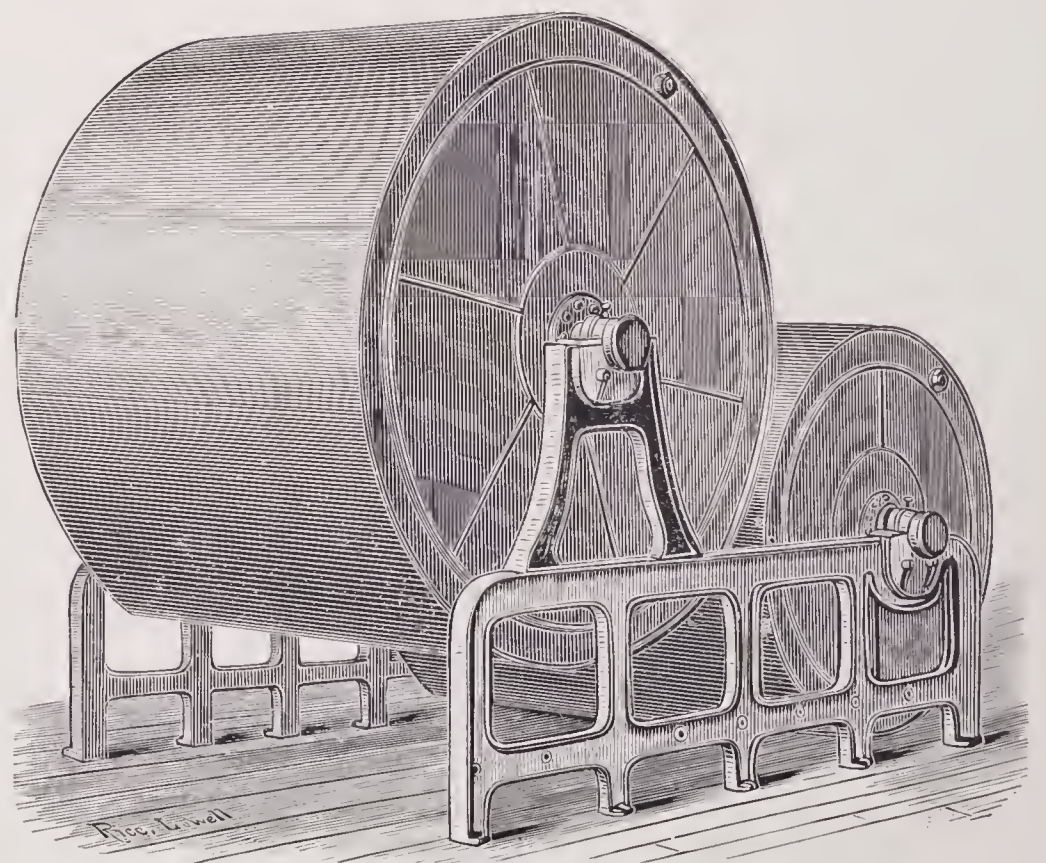
STEAM AND  
GAS FITTERS,

SANTARY ENGINEERS, COPPERSMITHS,

MANUFACTURERS OF

Slasher Cylinders, Silk and Dresser Cylinders, Color and Dye Kettles, all kinds of Copper Work for Mills.

ALL WORK WARRANTED SATISFACTORY.





—The Hildreth Burying Ground. It is the smallest of the cemeteries and is on Hildreth street in Centralville. Here are interred the remains of members of the Hildreth family, and of a few of the earliest residents of that section before it became a part of the city. Here also is the family lot of our late distinguished townsman, Gen. Benjamin F. Butler. There are no evidences of wealth in the appearance of its gravestones; it is the

face simile of a country burial place in the midst of a district which is rapidly being built over by houses of the working people.

Such are the cemeteries of the city—the places set apart for the distinct and particular purpose of burying the dead; the places held sacred—where the living may visit to hold communion in sweet memories and visions of the past.



CENTRAL STREET.

### PLEASURE RESORTS.

LOWELL is peculiarly favored in the advantages it enjoys for recreation and natural pleasure. It is built on both sides of the picturesque Merrimack, where it rushes through the gorge of mica schist and gneiss. Its banks are high and clothed with trees, and here as at Indian Orchard, are most delightful bits of sequestered shade.

The Concord River, so placid and so classical, also flows through Lowell, and is no less picturesque in its way than the Merrimack, with which it is wedded.

These two rivers afford a never ending and never wearying source of healthful pleasure. The Merrimack flows through a piney region, and there are a number of steamers licensed to carry passengers. Some of these



WILL BELL,

THE LEADING

Barber.

Located in Rooms 14 & 15 Central Block.

First Class Work a Specialty. . . .  
None but the best artists employed.

Razors

Honed.

THIS IS THE ONLY SHOP IN LOWELL WITH A BOOT-  
BLACK IN REGULAR ATTENDANCE.

 CENTRAL BLOCK IS SEEN  
 ON THIS PICTURE.

JOHN I. GIBSON & CO.,

Wyman's Exchange, Lowell, Mass.

Prescription \* Druggists.

LOWEST CUT PRICES  
ON ALL PATENT MEDICINES.

WE MAKE A SPECIALTY OF LEMON AND  
VANILLA EXTRACTS, WHICH ARE  
EQUAL TO ANYTHING IN  
THE WORLD.

CIGARS.

CALDERWOOD & ROBBINS,

WHOLESALE AND RETAIL DEALERS IN

Cigars, Tobacco and Pipes.

*This old reliable house its enabled to furnish the trade with all the popular  
brands of Cigars and Tobaccos at the lowest cash prices as it buys all its  
goods for SHARP CASH.*

FINE CIGARS A SPECIALTY.

No. 33 Merrimack Street, Post Office Block, - - - - - LOWELL, MASS.



ensures a ride of ten miles in the electric cars through a beautiful country, with free dancing every afternoon and evening. No intoxicating liquors permitted on the place.

Haggett's Pond in Andover is five miles from Lowell. It is exceedingly popular with small parties.

Nabnasset Pond in Chelmsford, four miles away, is a beautiful sheet of water, and is quite popular with picnic parties. Other picnic resorts within easy distance of Lowell are Baptist Pond, Long Pond, Canobie Lake, Silver Lake and Shawsheen Grove. Robin's Hill in Chelmsford affords a fine view of the surrounding country.

But Lowell is within an hour's ride of the sea shore and Boston is only forty-five minutes' away. Lake Winnepesaukee can be reached in two hours, and one may dine in Lowell and eat supper at the Fabian House the same night.

But while Nature is generous, Art is not unmindful. Fort Hill Park is unique, and unlike any other park in New England. The hill has an elevation of 200 feet

above the level of the rivers, and the prospect is a fine one. The park was the gift of Miss Elizabeth Rogers. The North and South Commons are quite roomy breathing places, and Park Garden beautifies Belvidere.

The Lowell Opera House is without a peer. It was built in 1889 by Fay Bros. & Hosford at a cost of \$100,000. It seats 1500 people and is a model of beauty. Its conveniences are such as modern comfort demands. It is lighted throughout with electricity, and the stage appointments will compare very favorably with those of any metropolitan theatre. The lessee and manager is Mr. John F. Cosgrove.

Music Hall is a cosy and comfortable theatre, where plays are performed at popular prices. The present lessees are Thomas & Watson. They give nightly performances and employ a stock company.

The Bijou Theatre, under the management of Mr. Abe Spitz, has proved a thoroughly successful venture. Variety performances are given daily and thousands of our people attest to the pleasure they have received there.

## SEMI-PUBLIC LIBRARIES.

IN addition to the City Library, which has been described elsewhere, Lowell is well provided with other libraries of a semi-private nature.

Chief among them is the library of the Middlesex Mechanics Association. The founding of this society is an excellent sample of the spirit of self-help and social and educational advancement, which has always been manifest among the masses of Lowell's population. The association was founded, as an association of mechanics only, in 1825.

The library embraces upwards of 24,000 carefully selected volumes, maintains a reading room, and is increased annually from an appropriation of about \$500. The association owns a considerable collection of portraits.

This library is under the supervision of Miss Abby Sargent, and its privileges are enjoyed by a large number of subscribers. The annual fee is a nominal one of \$5.

The library of the Middlesex North Agricultural Society, consisting of about 400 volumes, treating mainly of agricultural subjects, has in recent years been made a part of the Mechanics Library.

The library of the Young Men's Catholic Association

contains in the neighborhood of 1200 volumes, selected mainly with reference to the needs and tastes of the members of that association.

The Mathew and Burke Temperance Institutes each maintain a library for the use of its members. These collections are made up from standard works of fiction; history, biography, general literature, also form a part.

The Young Men's Christian Association possesses about 1000 volumes, together with standard books of reference and a reading room. This library is one that is fast increasing, not only in the number of its volumes but in its general usefulness as well.

The People's Club maintains a library of some 1600 volumes, which are divided for use between the men's and women's branches of that club. The club supports two reading rooms, and its library is much used.

The library of the Old Residents' Historical Association is fast becoming an invaluable collection of information concerning matters pertaining to Lowell and its early history. This library now numbers something like 600 volumes, including a collection of papers read at the quarterly meetings of that association.



# Lowell Wall Paper Co.,

WHOLESALE AND RETAIL DEALERS IN

## Paper Hangings and Mouldings.



The Largest Stock, and

The Lowest Prices.

Interior Decorations a specialty.

Also, Estimates Given on Entire Houses.

Cartridge Papers in Fifty Different Tints.

Office and Salesroom, 18 Church Street, LOWELL, MASS.

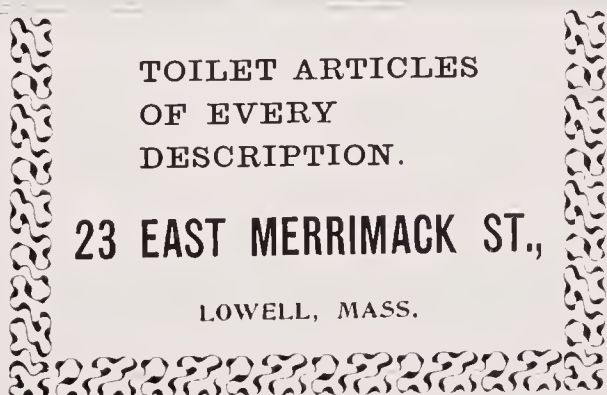
G. W. CHASE, Proprietor.



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PRESCRIPTIONS  
CAREFULLY  
COMPOUNDED.

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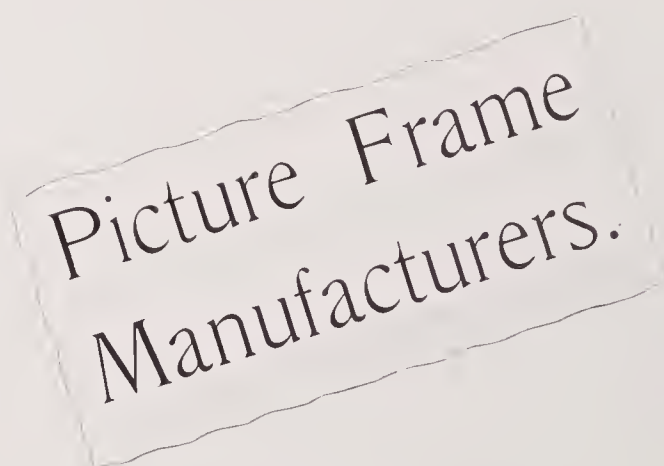


TOILET ARTICLES  
OF EVERY  
DESCRIPTION.

23 EAST MERRIMACK ST.,

LOWELL, MASS.

G. C. PRINCE & SON,



DEALERS IN

Pictures, Fine Stationery, Books, &c.

No. 3 Merrimack Square.

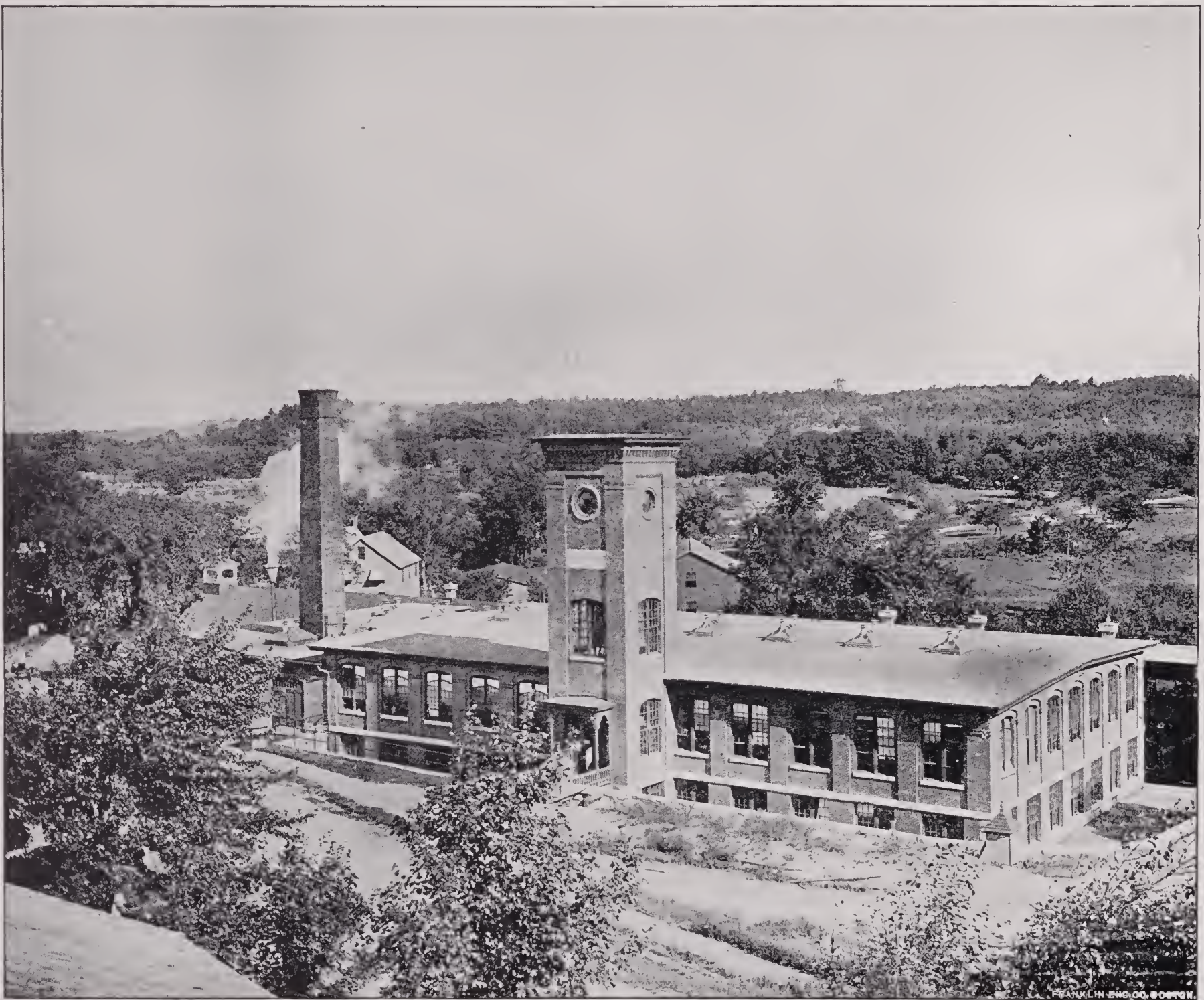
MANUFACTORY AT PARKER'S BLOCK, MIDDLE STREET.



## ABBOT & COMPANY.

THIS extensive enterprise has long been one of the greatest of Massachusetts industries. The business was established in 1855 by Messrs. John W. Abbot, J. W. P. Abbot & Co., and G. Sargent. Two years later the interests of the two last named partners were purchased by Mr. Allan Cameron, and in 1876 Mr. Abiel J. Abbot was admitted to an interest in the business,

with 12,513 feet of floor area, with a capacity of 1,000,000 lbs. of wool. The mill buildings at Forge Village are five in number, with aggregate floor surface of 47,786 feet and three store houses with a floor area of 17,540 square feet, with a capacity of 1,200,000 lbs. of wool. The machinery at Graniteville is operated by both water and steam, of 125 and 225 horse power respectively, and



ABBOT & CO.'S MILLS, FORGE VILLAGE.

the proprietors under the firm name of Abbot & Co., being Allan Cameron, John W. and Abiel J. Abbot. The mills of the firm are located at Graniteville and Forge Village, in the town of Westford. The plant at the former place comprises four extensive mill buildings with 43,158 feet of floor space, and four store houses

a force of 175 employees are engaged in these works. Both water and steam power of 160 and 450 horse power respectively, is also employed at Forge Village, and 200 persons are here employed. The business was originally carried on entirely at Graniteville, and so great was the increase of their trade, that to meet the



growing wants of their trade the firm was obliged in 1879 to purchase the buildings and water power at Forge Village, which were formerly used by the Forge Village Hoosac Nail Company. Mr. J. W. Abbot is in charge of the Company's affairs at Forge Village, and Mr. A. J. Abbot at Graniteville, while Mr. Cameron gives his attention to the buying and selling, and manages the financial affairs of the concern.

The manufactures comprise worsted and woolen yarns,

mense trade, which ranks this concern as one of the most important in this field of industrial enterprise in this country. The agents of this concern are the wool brokers at Liverpool, Marseilles, Russia, near the Black Sea, Smyrna, Palestine, Buenos Ayres, Scotland, Valparaiso, Bagdad and Moscow. Cablegrams are received almost daily from Liverpool, giving the market prices of wool in all parts of the world, greatly facilitating the business by this means. Messrs. Abbot & Co. were



ABBOT & CO.'S MILLS, GRANITEVILLE.

manufactured from wool and camels' hair, and used for Wiltons, Brussels, Tapestry and Ingrain Carpets. The output of this concern aggregates 2,400,000 lbs. of worsted and woolen yarns, and the trade extends to all carpet manufacturing centres throughout New England and the Middle States. In quality as in variety of its goods, Messrs. Abbot & Co. are successful competitors of all manufactures in this line of goods, and the standard excellence of their product has built up an im-

the first in this line to use camels' hair for worsted yarns and used it in their business for three years before any of the other manufacturers in this country were aware of it.

The relations of this firm with their employees are of the most cordial nature. Messrs. Abbot & Co. are ever zealous to promote the welfare of their workmen, some who have been in their employ for 25 years. Every one with a family is encouraged to own his own home.





TALBOT MILLS—(FRONT VIEW).



TALBOT MILLS—(REAR VIEW).



ESTABLISHED 1857.

INCORPORATED 1884.

# Talbot \* Mills,

North Billerica, Mass.

SOLOMON LINCOLN, President.

FREDERIC S. CLARK, Treasurer.

DRESS GOODS,

CHEVIOTS,

CARRIAGE LININGS,

FLANNELS, &c.

**Woollen Manufacturers.**

20 SETS CARDS,

10,240 SPINDLES.

178 BROAD LOOMS.

SELLING AGENTS:

**PARKER, WILDER & CO.,**

BOSTON AND NEW YORK.






FAULKNER MANUFACTURING COMPANY—(FRONT VIEW).



FAULKNER MANUFACTURING COMPANY—(REAR VIEW).



# Faulkner Manufacturing Co.,



North Billerica, Mass.

ESTABLISHED 1811.

INCORPORATED 1880.

GEO. M. PRESTON, President and Treasurer, Boston.

W. A. EVANS, Agent.



## Woollen Manufacturers.

Make All-Wool Flannels and Dress Goods.

Run 8 sets of Cards and 58 Broad Looms.

Engine, 120 Horse Power.

Employ about 95 Hands. Pay Fridays.

Selling Agents: Faulkner, Page & Co.,

BOSTON AND NEW YORK.



run to Nashua, fourteen miles up the river; but canoeists can go a dozen miles farther without meeting an obstruction. Others of the steamers ply between the city and Tyng's Island, Harmony Grove in Tyngsboro and Woodlawn, all summer resorts.

The Vesper Boat Club, with 150 members, is established in an elegant club house on Pawtucket street. It controls a numerous navy of canoes and row boats, and counts among its members some of the crack sailing canoeists of the country. There is no other boat club

Mascuppic Lake, otherwise known as Tyng's Pond, is situated at the foot of Whortleberry Hill, four miles from Lowell. It is reached by the electric line of the Lowell & Suburban Street Railway Company. The company owns two sides of the lake. At one end is the Lakeview Pavilion where excellent food is served. Here, too, are the bowling alleys and the dance hall. A finely conducted theatre, in a new building, has been a most successful feature the present season. On the southerly shore are Mountain Rock and Mascuppic Groves. The



GEO. C. MOORE'S MILLS, NORTH CHILMSFORD.

on the Merrimack, but there are several boat houses.

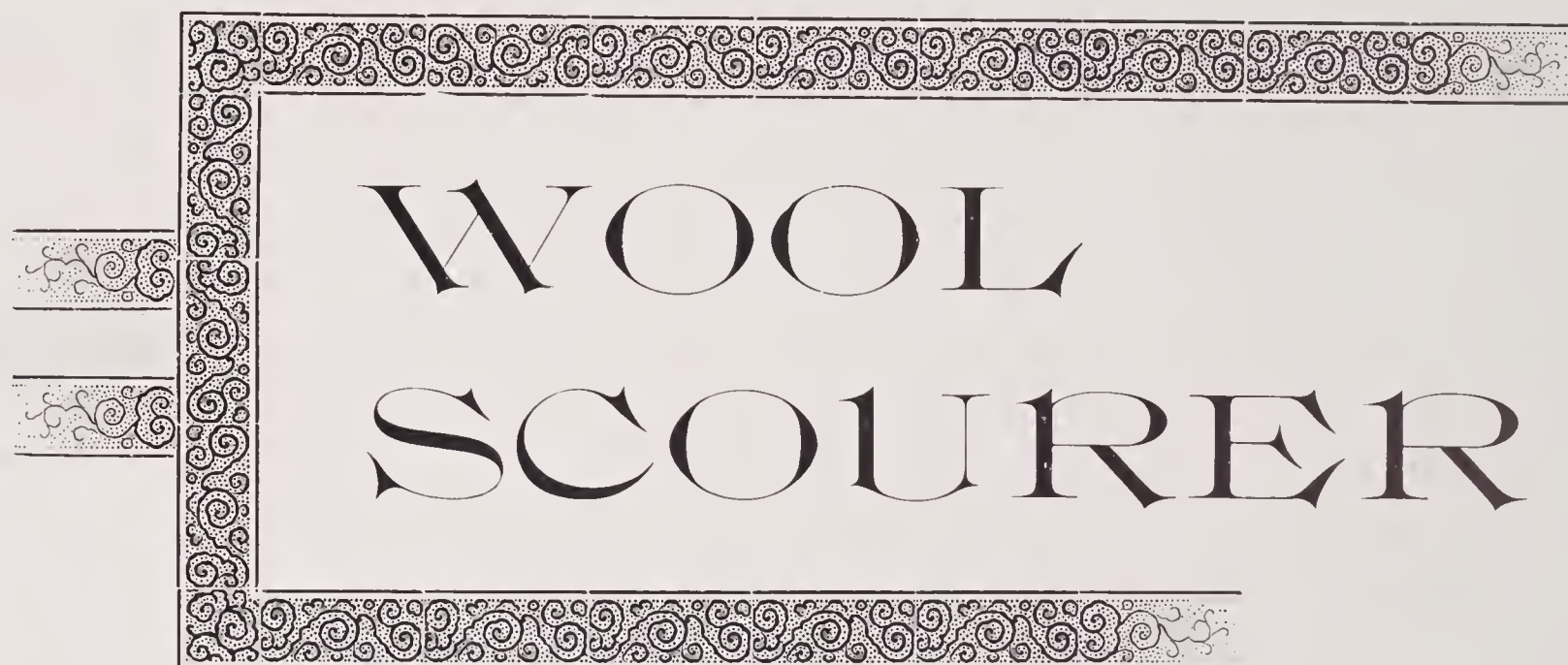
On the Concord there is an unbroken stretch of four miles to North Billerica. There the carry is over the bank into the old canal, and then there is an unobstructed passage to Old Concord and Saxonville beyond. Many canoeists make the trip of the Concord. Starting at Sudbury and entering the Merrimack at Lowell, they go down to Newburyport and the sea. There are two clubs on the Concord, the Wamesit and the Musquetaquid.

former is fitted with pavilion, dance hall and bowling alley for private picnic parties; the latter is reserved for camping purposes. The pines surrounding the lake are particularly tall and the spot is one of the loveliest conceivable. Willow Dale, on the eastern shore of the lake, is an old established and popular resort kept by Jona. Bowers.

This lake affords the people of Lowell cheap and perfect pleasure. The round trip costs 20 cents, and it



GEO. C. MOORE,



AND MANUFACTURER OF  
WORSTED CARPET YARNS

FINE AND COARSE



CAMEL'S HAIR TOPS AND NOILS.



North Chelmsford, Mass.



*LOWELL AND VICINITY OF TO-DAY.*

SILVER & GAY COMPANY.

AS an accessory to the great manufacturing interests of New England this concern is one of the most important industries of this section. The business was inaugurated in 1832 by Ira Gay, the proprietors becoming Ira Gay & Co., Gay, Silver & Co., and Silver & Gay successively, until July, 1887, when the present firm name of Silver & Gay Co. was adopted.

The works of this company are located at North Chelmsford, Mass., and comprise four buildings, 90 x 40 feet, 78 x 40 feet, 54 x 37 feet in dimensions respectively,

dynamometers, water wheel regulators, spring pins, flat spring keys, spindles, flyers, etc. The company makes a specialty of automatic ball winders, quilling machines, and spring cotter pins. The concern has especial facilities for executing heavy lathe and planer work, and in every regard successfully competes with all comers for work in their line. The business extends to all manufacturing centres in this and in many foreign countries, and has attained proportions of great importance. Mr. Ziba Gay, the proprietor of the business, was born in 1823,



the first named being four stories and the others three stories in height, with a forge building 52 x 44 feet in size.

The machinery is operated by water power, a turbine wheel being the motor, and one-hundred and twenty-five hands can be employed in the various departments of the works. The company manufactures all kinds of carpet and worsted machinery, including automatic ball winders, quillers (wet or dry) for carpet looms, and for webbing, bagging and duck looms, doublers, drum spoolers, twist-ers, reels, roll coverers, power baling presses, balance

and has been connected with the concern since 1846, when he was graduated from Yale College, and since 1859 has been a partner or proprietor.

He has filled the positions of Postmaster of North Chelmsford, Selectman of the town, and represented his district in the State Legislature with marked ability. An expert in every detail of his business, and a business man of rare energy and enterprise, he has built up a large business and established for his works an enviable reputation both at home and abroad.





HON. F. T. GREENHALGE, who ably represented the Eighth Massachusetts District in the Fifty-first Congress, came to Lowell with his father from England when very young. He entered the Lowell High School in 1856, being the highest in rank of all the entering class. He went through the four years' High School course in three years, and entered Harvard College July, 1859. In his sophomore year in college he gained considerable distinction in the "Institute of 1870." He was one of the principal participants in the memorable debate on Warren Hastings, Gorham Phillip Stevens, who subsequently died of wounds on the field of Williamsburg, being his opponent. He entered as a student in the law office of Brown & Alger, in March, 1863, remaining up to September of that year, and was admitted to practice at the Middlesex County Bar in June, 1865. He was elected mayor in 1879, and was almost unanimously re-elected the following year. In 1884 he was delegate to the Republican National Convention and was chosen a member of the Legislature in November of that year. In 1885 he was elected City Solicitor, and he appeared successfully many times during his term of office against leading attorneys of the State. At the present time he is mentioned very prominently as a candidate for gubernatorial honors. He has, deservedly, a national reputation.

F. B. QUINN, ESQ.

THIS prominent member of the Lowell bar was born April 9, 1859, and was educated in the Grammar and High schools of this, his native city. After having completed a full course of law studies he was admitted to practice, and began his professional career in Lowell in 1880. Until January 11, 1893, he was in partnership in practice with N. D. Pratt, the firm having been dissolved at that date. While preparing for admission to the bar, Mr. Quinn was engaged in journalism, being the Lowell correspondent of the Boston Globe for two years, and president of the Daily News Company and editorial writer during that period. In 1883 he was elected one of the directors of the Public Library, and a year later, at the age of twenty-five years, he was elected a member of the Board of Aldermen, being the youngest man ever elected to a seat in that body. Mr. Quinn is a popular member of the Lowell and Middlesex County Bar Association and also of the Ancient Order of Foresters and the Knights of Columbus. He was married January 28, 1889, to Miss Dorothy F. Cummiskey. His ability as an advocate and counsellor is recognized by bench and bar, and his success in his profession has been as decided as it has been deserved.





## ABEL WHEELER.

THE subject of this brief biographical notice, Mr. Abel Wheeler, is one of Lowell's most successful and substantial business men. He was born at Sudbury, Mass., June 1, 1843, and is a son of Irving Wheeler and Polly Cutter Temple. His education was obtained at Wadsworth Academy, in his native town, and he began his business life as a manufacturer of machinery in Portland, Maine. He removed to Lowell in 1872 and has since that time successfully engaged in business of various kinds.

Mr. Wheeler is now Chairman of the Board of Principal Assessors of Lowell, and is recognized as a faithful, efficient and reliable official. He is an active and honored member of Lowell Council, Royal Arcanum, and is the Regent of that body. Mr. Wheeler was married December 20, 1866, to Miss Sarah B., daughter of Charles Hamilton of Portland, Maine, and his second marriage was celebrated November 26, 1870, when Miss Nellie Louise Fernald, M. D., daughter of Mark Fernald of Lowell, became his wife. In business, as in social and official life, Mr. Wheeler is held in highest esteem for his integrity, energy and worth.

## ST. CHARLES HOTEL

RANKS with the best hotels in the interior of New England, and was erected about nineteen years ago. Mr. Charles M. Dickey took charge of the St. Charles in 1888, and by close attention to the wants of the traveling public has made it extremely popular, setting a sumptuous table and in all possible ways ministering to the comfort and pleasure of his guests, both transient and permanent—and of the latter he has many—for no one is more appreciative of the good things of this life than the regular, experienced boarder. In the hard work of popularizing and bringing the house to its present condition of prosperity Mr. Dickey is a favorite with all who have business or social relations with him. The St. Charles is a large and well-appointed hotel, conveniently situated, brick, four stories in height, containing seventy-five rooms, with neat office, reading and billiard-rooms, bar, barber shop, etc., on the first floor; sitting-rooms, parlors, dining-room that will accommodate 125 guests at once on the second, and fifty cosy, clean and delightful chambers on the third and fourth floors, with baths, hot and cold water, gas and electric lights, and electric bells and fire escapes. Charles M. Dickey, proprietor, 171 to 183 Middlesex St.

# DAVIS AND RAYNES, Architects.

This prominent and well-known firm of Architects is located at Nos. 48 and 49 Hildreth Building. It has designed some of the finest buildings in the country, including

BUSINESS BLOCKS,

PUBLIC BUILDINGS,

CHURCHES,

PRIVATE RESIDENCES,

DWELLING HOUSES AND

MONUMENTAL WORK.

LOWELL, MASS.

## WILDER BENNETT.

THIS veteran Contractor and Builder is one of the oldest and most successful business men of Lowell, and for fifty years has been a recognized leader in his line of industrial enterprise in this city. He was born April 17, 1813, and at the age of 19 years he came to Lowell, where he has since remained. In 1844 he engaged in business on his own account, and during the past half century has planned and erected a greater number of the finer class of business blocks and private residences than any other contractor in the city. The Appleton Bank, Central Block, Old Post Office Building, First Methodist, First Congregational and Eliot Churches are monuments of his skill as a builder, and many other buildings were erected under his direction.

He is the oldest, although one of the most active and influential members of the Masonic and Odd Fellows' fraternities in the city, and is prominent in business circles. He was for nine years the efficient Superintendent of Streets in Lowell, and for four years Superintendent of the Horse Railroad of the city. His business place is No. 5 Merrimack Street. His father as early as 1823, had charge of all the mason work of Lowell.













JAN 78

N MANCHESTER,  
INDIANA



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